



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines


Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:


- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



THE GIFT OF
St. Louis Merchants'
Exchange



ANNUAL STATEMENT
OF THE
TRADE AND COMMERCE
OF ST. LOUIS,
FOR THE YEAR 1904,
REPORTED TO THE

MERCHANTS' EXCHANGE
OF ST. LOUIS.

BY

GEO. H. MORGAN, SECRETARY.

ANNUAL STATEMENT
OF THE
Trade and Commerce
OF
SAINT LOUIS,
FOR THE YEAR 1904.

REPORTED TO THE
Merchants' Exchange of St. Louis,

BY
GEO. H. MORGAN, SECRETARY.

ST. LOUIS, MO.:
PRESS OF R. P. STUDLEY & Co.
1905.

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.		No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1832
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1282
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichmann.	1869
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1363
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.	1807
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson.	1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1260
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaiennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3568
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.	3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Gaiennie.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	{ A. T. Harlow. Wm. G. Boyd.	{ Wm. G. Boyd. Geo. H. Small.	{ E. A. Pomeroy.	2807
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395
1898	Chris. Sharp.	Henry H. Wernse,	Oscar L. Whitelaw.	2229
1899	Wm. P. Kennett.	Oscar L. Whitelaw,	Daniel E. Smith.	2079
1900	Oscar L. Whitelaw.	Wm. T. Haarstick.	Frank E. Kauffman.	1975
1901	Wm. T. Haarstick.	Geo. J. Tansey.	T. R. Ballard.	1872
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.	1832
1903	T. R. Ballard.	Wm. A. Gardner.	Charles H. Huttig.	1831
1904	H. H. Wernse.	Otto L. Teichmann.	M. G. Richmond.	1824
1905	Otto L. Teichmann,	Manley G. Richmond,	John E. Geraghty.	1791
Secretary and Treasurer.				
1862	-	-	-	Clinton B. Fisk.
1863-64	-	-	-	J. H. Alexander.
1865-1905	-	-	-	Geo. H. Morgan.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1904.

PRESIDENT.

HENRY H. WERNSE.

FIRST VICE-PRESIDENT, OTTO L. TEICHMANN.

SECOND VICE-PRESIDENT, MANLEY G. RICHMOND.

DIRECTORS.

1904.

**G. J. TANSEY,
JOHN E. GERAGHTY,
HENRY R. TODD,
EDWARD A. FAUST,
EDWARD DEVOY,**

1904-1905.

**T. R. BALLARD,
WM. C. ELLIS,
W. H. DANFORTH,
THOS. B. TEASDALE,
R. J. PENDLETON.**

GEO. H. MORGAN, SECRETARY AND TREASURER.

D. R. WHITMORE, FIRST ASSISTANT SECRETARY.

H. R. WHITMORE, SECOND ASSISTANT SECRETARY.

C. H. WHITMORE, THIRD ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

**ELBERT HODGKINS,
ELIAS S. GATCH,
HENRY BURG,
JOHN G. MITTLER,
GEO. F. LANGENBERG,
AUG. F. W. LUEHRMANN,**

**J. J. P. LANGTON,
CHRISTIAN BERNET,
B. J. MCSORLEY,
GEO. F. SIEMERS,
SAM. S. PINGREE,
JAMES N. CHANDLER.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**CHAS. M. FRESCH,
R. C. TUNSTALL,
H. B. EGGERS,
JOHN L. MESSMORE,
E. S. WALTON,**

SECOND SIX MONTHS.

**J. C. BROCKMEIER,
THOS. P. LAHEY,
JOHN L. WRIGHT,
CHAS. WISSMATH, Jr.,
F. W. SEELE.**

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

DOORKEEPER.

FRANK T. MUDGE.

RIVER CLERK.

EDWARD LOESCH.

STENOGRAPHER.

FRED. MEGLEMRY.

MESSANGER.

WM. LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

**ALEX. H. SMITH,
ISAAC M. MASON,**

**S. W. COBB,
C. H. SPENCER,**

**CHAS. A. COX,
OSCAR L. WHITE LAW.**

COMMITTEES AND INSPECTORS FOR 1904.

REAL ESTATE.

HENRY H. WERNSE, Chairman.

OTTO L. TEICHMANN, MANLEY G. RICHMOND, T. R. BALLARD,
G. J. TANSEY.

MEMBERSHIP.

WM. C. ELLIS, Chairman.

HENRY R. TODD, THOS. B. TEASDALE.

ST. LOUIS TRAFFIC BUREAU.

Board of Managers from Merchants' Exchange.

WM. P. KENNETT, H. F. LANGENBERG, OTTO L. TEICHMANN.

WEIGHING.

JOHN E. GERAGHTY, Chairman.

W. B. HARRISON, EDWARD DEVOY, F. H. GIESELMAN,
M. J. MULLALLY, C. W. MCLELLAN, M. W. COCHRANE.

INSURANCE.

EDWARD DEVOY, Chairman.

N. R. WALL, ALFRED C. CARR, H. M. BLOSSOM,
PAUL ROBYN, A. T. TERRY, B. L. SLACK.

RULES.

THOS. B. TEASDALE, Chairman.

N. L. MOFFITT, SAMUEL PLANT, B. H. LANG,
F. C. ORTHWEIN.

CONTRACTS.

W. A. GARDNER, Chairman.

E. M. FLESH, E. W. GESSLER.

MARKET REPORTS.

R. J. PENDLETON, Chairman.

S. A. WHITEHEAD, P. P. CONNOR.

GRAIN.

T. R. BALLARD, Chairman.

T. B. MORTON, E. L. WAGGONER, ROGER P. ANNAN,
F. P. BROCKMANN, GEO. L. GRAHAM, GEO. F. LANGENBERG,
F. E. KAUFFMAN, D. P. BYRNE.

BARLEY.

E. A. FAUST, Chairman.

CHAS. H. TEICHMANN, WM. J. LEMP, JR., OTTO F. STIFEL,
HY. GRIESEDIECK, JR. HENRY GREVE, L. LEMCKE.

FLOUR.

CHRISTIAN BERNET, Chairman. O. J. HANEBBINK, Secretary.

WM. K. STANARD, R. H. LEONHARDT, CHAS. HEZEL, JR.,
MATT. WOELFLE, GEO. LAY.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

HUGH FERGUSON, Chairman.

E. H. BARNES, SAMUEL GORDON, G. S. MYERSON,
JOHN H. LOUDERMAN, JR.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

C. F. BEARDSLEY, Chairman.

W. F. FUNSTEN, D. I. BUSHNELL, BEN. P. CORNELI,
F. S. PLANT.

COMMITTEES, 1904—Continued.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

HAY.

D. W. CLIFTON, Chairman.

HENRY W. MACK,
H. G. BECK,

CHRIS. HILKE,
J. H. EVILL.

DAN. S. MULLALLY.

PRODUCE.

MANLEY G. RICHMOND, Chairman.

JACOB P. WEIL,
P. M. KIELY,

L. GARVEY
LOUIS A. JASPER.

CONRAD SCHOPP,

EGGS.

F. E. ZELLE, Chairman.

F. W. BROOKMAN,
HENRY BROEDER,
O. C. DENNIS,

WM. BRAY,
F. J. ROEDER,
R. HARTMANN,
F. C. TRAUERNICHT.

S. E. MURRAY,
H. W. KNEHANS, JR.,
W. R. WILKINSON,

FLOOR.

JNO. A. WARREN, Chairman.

ALLEN BAKER,
J. P. NEWELL,
H. L. BRINSON,
CHAS. L. NIEMEYER,

E. A. WITTER,
DAVID LOEWEN,
JOS. HATTERSLEY,
CLIFFORD H. ALBERS.

CLAUDE A. MORTON,
F. L. SCHREINER,
FRED. MAYER,
A. G. AUFDERHEIDE.

POSTAL AFFAIRS.

W. H. DANFORTH, Chairman.

W. J. KINSELLA,
VINCENT M. JONES,

HENRY SAYERS,
E. F. DONZELOT,

F. W. HOFMANN,
J. L. WRIGHT.

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

WEB. M. SAMUEL,
JOHN WAHL,
LOUIS FUSZ,
CHAS. A. COX,
JOHN W. KAUFFMAN,
C. H. SPENCER,
W. P. KENNETT,
H. F. LANGENBERG,
O. L. WHITELAW,
W. T. HAARSTICK.
MARCUS BERNHEIMER,
GEO. H. PLANT,
C. MARQUARD FORSTER,

AMEDEE B. COLE,
WM. A. GARDNER,
CHAS. PARSONS,
ELIAS S. GATCH,
JOHN H. TRACY,
GEO. M. WRIGHT,
JULIUS S. WALSH,
F. D. HIRSCHBERG,
JOHN H. DIECKMAN,
T. H. FRANCIS,
CHAS. NAGEL,
J. S. NANSON,
C. M. ADAMS,

W. S. MCCHESENEY, JR.,
CLINTON ROWELL,
W. K. BIXBY,
GEO. S. MCGREW,
EDWARD A. FAUST,
T. S. MCPHEETERS,
W. C. LITTLE,
GAIUS PADDOCK,
MOSES FRALEY,
J. J. WERTHEIMER,
A. DEFIGUEIREDO,
THEO. G. MEIER,
G. W. GARBELS,

JAMES ARBUCKLE.

MISSISSIPPI RIVER.

ISAAC M. MASON, Chairman.

JOHN WAHL,
FRANK GAIENNIE,
A. C. CHURCH,

H. C. HAARSTICK,
ISAAC P. LUSK,
W. R. WILKINSON.

ALEX. H. SMITH,
J. E. MASSENGALE,

LEGISLATIVE.

H. R. TODD, Chairman.

J. H. HOLMES,
ASHLEY CABELL,
J. B. GANDOLFO.

P. M. HANSON,
D. A. MARKS,
J. J. TAUSSIG.

ADIEL SHERWOOD,
H. S. POTTER,

TRANSPORTATION.

GEO. J. TANSEY, Chairman.

WM. C. ELLIS,
LOUIS LANDAU,
A. P. RICHARDSON,

W. H. DANFORTH,
GEO. F. POWELL,
JOHN WIEDMER,

E. E. SCHARFF,
J. E. HALL,
JOHN G. MITTLER.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1905.

PRESIDENT.

OTTO L. TEICHMANN.

FIRST VICE-PRESIDENT, MANLEY G. RICHMOND.

SECOND VICE-PRESIDENT, JOHN E. GERAGHTY.

DIRECTORS.

1905.

**T. R. BALLARD,
WM. C. ELLIS,
W. H. DANFORTH,
THOS. B. TEASDALE,
R. J. PENDLETON,**

1905-1906.

**HENRY H. WERNSE,
T. B. MORTON,
JOHN J. SCHULTE,
H. W. DAUB,
EDWARD E. SCHARFF.**

GEO. H. MORGAN, SECRETARY AND TREASURER.

D. R. WHITMORE, ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

**ROBERT H. LEONHARDT,
J. J. P. LANGTON,
E. L. WAGGONER,
BEN. S. LANG,
CHAS. W. SMITH,
B. J. ROWE,**

**C. A. CUNNINGHAM,
A. J. ROGERS,
BEN. P. CORNELI,
CHAS. F. BEARDSLEY,
W. H. KARNS,
F. W. HAGEN.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**CHARLES P. SENTER,
CHAS. L. NIEMEYER,
GEO. F. POWELL,
JNO. W. LINDSAY,
GUSTAV BISCHOFF, JR.,**

SECOND SIX MONTHS.

**MAXWELL KENNEDY,
T. F. PETRI,
EMIL SUMMA,
JOSEPH HATTERSLEY,
GEO. W. MORTON.**

MARKET RECORDER.

C. H. WHITMORE.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

DOORKEEPER.

FRANK T. MUDGE.

RIVER CLERK.

EDWARD LOESCH.

STENOGRAPHER.

FRED. MEGLEMRY.

MESSENGER.

WM. LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

**ALEX. H. SMITH,
ISAAC M. MASON,**

**S. W. COBB,
C. H. SPENCER,**

**CHAS. A. COX,
OSCAR L. WHITELOW.**

COMMITTEES AND INSPECTORS FOR 1905.

REAL ESTATE.

OTTO L. TEICHMANN, Chairman.

MANLEY G. RICHMOND, JOHN E. GERAGHTY, HENRY H. WERNSE,
T. R. BALLARD.

FINANCE.

T. R. BALLARD, Chairman.

MANLEY G. RICHMOND, GEO. J. TANSEY, THOS. B. TEASDALE,
HENRY H. WERNSE.

MEMBERSHIP.

MANLEY G. RICHMOND, Chairman.

T. B. MORTON, W. H. DANFORTH.

ST. LOUIS TRAFFIC BUREAU.

Board of Managers from Merchants' Exchange.

W. P. KENNETT, H. F. LANGENBERG, W. C. ELLIS.

WEIGHING.

JNO. E. GERAGHTY, Chairman.

JOHN J. SCHULTE, O. A. ORVIS, FRANK H. GIESELMAN.
M. W. COCHRANE, C. W. MCCLELLAN, EDWARD DEVOY,
W. A. MILLER.

INSURANCE.

NICHOLAS R. WALL, Chairman.

H. M. BLOSSOM, H. R. TODD, J. F. IMBS.
H. M. COUDREY, R. D. FRANCIS, Jr.

RULES.

THOS. B. TEASDALE, Chairman.

ROGER P. ANNAN, ROBT. C. NAPIER, MARSHALL HALL.
WM. STRATTON.

CONTRACTS

HENRY S. POTTER, Chairman.

EMIL SUMMA, FRED. W. SEELE, E. C. CHAMBERLIN,
J. O. ALLEN.

SPECIAL APPEALS.

JAS. S. MCCLELLAN, Chairman.

F. X. DONOVAN, CHAS. W. ISAAOS, W. H. MINOR,
CHAS. J. QUESNEL, CARY H. BACON, H. B. SPARKS.

MARKET REPORTS.

H. W. DAUB, Chairman.

DOUGLAS BRADLEY, E. W. GESSLER, H. H. LANGENBERG,
WM. A. ROOKE.

GRAIN.

T. B. MORTON, Chairman.

BERT H. LANG, JNO. L. MESSMORE, E. F. CATLIN,
JNO. G. MITTLER, S. A. WHITEHEAD, E. L. WAGGONER.

BARLEY.

EDWARD A. FAUST, Chairman.

CHAS. H. TEICHMANN, F. W. FEUERBACHER, HY. GRIESEDIECK, Jr.,
T. L. MANN, HENRY GREVE, FRED. O. ORTHWEIN.

FLOUR INSPECTION.

HENRY BURG, Chairman.

H. B. EGGERS, Jr., Secretary.

WM. J. SMITH, O. J. HANEBRINK, VICTOR ALBRECHT,
MATT. WOELFLE, CHRIS. BERNET, JOHN C. FISCHER.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

FRED. KREY, Chairman.

J. J. P. LANGTON, J. J. O. WALDECK, JEREMIAH MURPHY,
J. H. LOUDERMAN, Jr.

COMMITTEES, 1905—Continued.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

F. S. PLANT, Chairman.

ROBT. POMMER,

ADOLPH CORNELI, AUG. J. BARNIDGE,
MARTIN J. MULLALLY.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

HAY.

D. W. CLIFTON, Chairman.

CHAS. G. SIMON,
DAN'L S. MULLALLY,
E. H. BRINCKMEYER,

ROBT. J. BERGMANN, JOHN G. GILLIS,
HENRY W. MACK, GEO. W. MORTON,
A. F. W. LUEHRMANN.

PRODUCE.

CONRAD SCHOPP, Chairman.

F. W. BROCKMAN,

BERNARD BAER, F. G. HAUEISEN,
P. M. KIELY.

EGGS.

WM. BRAY, Chairman.

GEO. H. BROEDER,
FRED. C. PAPENDICK,
C. TUMBACH,

F. C. TRAUERNICHT, ADOLPH G. BECKMANN,
LOUIS A. JASPER, CHAS. ROEDER,
O. C. DENNIS, F. C. TOWNSEND.

FLOOR.

JOHN J. SCHULTE, Chairman.

THOMAS GRIFFIN,
WM. KOECHIG,
F. P. BROCKMANN,

G. A. VENINGA, CHAS. E. PRUNTY,
HUGH FERGUSON, E. B. IMMER,
VICTOR ALBRECHT, S. T. MARSHALL,
O. L. WRIGHT.

POSTAL AFFAIRS.

R. J. PENDLETON, Chairman.

VINCENT M. JONES,

F. H. GIESELMAN, S. P. JORDAN,
K. B. HANNIGAN.

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

C. H. SPENCER,
LOUIS FUSZ,
HENRY H. WERNSE,
GEO. H. PLANT,
H. F. LANGENBERG,

O. L. WHITELAW, F. D. HIRSCHBERG,
WEB. M. SAMUEL, JOHN H. DIECKMAN,
W. P. KENNETT, C. MARQUARD FORSTER,
EDW. A. FAUST, MARCUS BERNHEIMER,
W. A. GARDNER, THEO. G. MEIER,
JAMES ARBUCKLE.

MISSISSIPPI RIVER.

EDW. E. SCHARFF, Chairman.

ISAAC M. MASON,
J. E. MASSENGALE,
GEO. D. MARKHAM,

ALEX. H. SMITH, W. K. KAVANAUGH,
FRANK GAIENNIE, ISAAC P. LUSK,
HARRY B. HAWES.

LEGISLATIVE.

HENRY H. WERNSE, Chairman.

F. E. KAUFFMAN,
P. H. LITCHFIELD,

ASHLEY CABELL, AMEDEE B. COLE,
R. H. WHITELAW, JAS. A. WATERWORTH.

TRANSPORTATION.

W. H. DANFORTH, Chairman. A. P. RICHARDSON, Secretary.
GEO. F. POWELL, JAS. W. DYE, W. B. HARRISON,
F. L. WALLACE, F. P. BROCKMANN, E. F. OATLIN,
H. A. DIAMANT, JOHN J. BAULOH.

GENERAL RELATIONS.

HENRY H. WERNSE, Chairman.

WM. P. KENNETT,
ELIAS S. GATCH,
O. L. WHITELAW,

M. G. RICHMOND, EDWARD DEVOY,
GEO. J. TANSEY, MARCUS BERNHEIMER,
J. H. HOLMES.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE.

ST. LOUIS, Mo., January 3rd, 1905.

To the Members of the Merchants' Exchange of St. Louis:

GENTLEMEN: The year 1904 will ever be remembered as the year of the great World's Fair, held in commemoration of the acquisition of the Louisiana Territory. This organization and the individual members thereof gave the enterprise unqualified support, and the Exchange was closed to business on six days, namely, April 30th, September 13th, October 8th, October 11th, November 26th and December 1st, in order that all of the members could participate in the exercises of these days.

Whenever the opportunity offered, your Board extended courtesies and entertainment to visitors and invited them to visit our Grand Hall. The extent of such entertainment was much less than anticipated, it being found difficult to draw visitors away from the many attractions of the great Exposition.

Entertainment was extended and accepted by the Mississippi River Commission, the Honorary Filipino Commissioners, the Rivers and Harbors Committee of the House of Representatives, members of the Chicago Board of Trade, who visited the Fair on Chicago Day and a Committee welcomed members of the Cleveland Chamber of Commerce at the Ohio Building.

The Exchange was honored with visits from a number of distinguished citizens of this and other countries, notably: Editorial party from Cuba; United States Senators Hon. Henry S. Burnham, of New Hampshire, and Hon. C. D. Clark, of Wyoming; Hon. Leslie M. Shaw, Secretary of the U. S. Treasury, Professor W. J. Spillman, Assistant Secretary, Department of Agriculture, Washington, D. C.; Senor Don Ramon Carroll, Secretary of the Interior and Vice-President elect of Mexico; Senor Manuel De Azpiroz, Ambassador of Mexico; Senor Migual Ahumda, Governor of the State of Jalisco, Mexico; General P. J. Osterhaus; Delegates from the National Good Roads Convention, and Capt. Richmond P. Hobson. The Glee Club of the University of Missouri, and the Jubilee Singers of the Fiske University, Nashville, contributed to the pleasure of the members on two occasions.

During the year the building was put in good condition. The improvements, commenced the previous year, were completed, and the interior of the building thoroughly repaired and repainted. Further improvements are needed, especially the renewal of the plumbing and changes of lavatory facilities, the removal of the old elevators and utilizing the space thus vacated for offices, all of which your Board thought it wise to postpone until another year.

To meet these contemplated improvements and the necessary expenses of the Exchange and the care of the property, the Board of Directors at a meeting held on December 22nd last, fixed the assessment to be paid by each member for the year 1905 at \$37 50.

All of the offices have been under rental for the entire year, and to supply the demand, the hallways to the old elevators have been leased. When the proposed changes are completed there will be six additional offices provided for which there is a waiting list.

During the year your Board redeemed \$15,000 of the bonds of the Association due April 1st last and purchased and cancelled \$20,000 of unmatured bonds, leaving but \$37,000 (not due) outstanding, out of the original bonded debt of \$150,000.

The Current Account for the year shows:

Total Receipts.....	\$100,288 49
Overdrawn at Bank	781 52
	<u>\$100,985 01</u>
Current Expenses.....	\$ 60,885 01
Transferred to Real Estate Account.....	40,100 00
	<u>\$100,985 01</u>

The Real Estate Account shows:

Receipts from Rentals.....	\$ 50,263 50
Transferred from Current Account.....	40,100 00
From other sources.....	462 78
	<u>\$ 90,826 28</u>
Bonds Redeemed.....	\$ 35,000 00
Current Expenses and Improvements...	55,786 76
Balance	<u>\$ 89 52</u>

The number of certificates of deceased members presented for redemption exceeded the expectation of your Board, the sum of \$7,250.00 having been expended in such redemptions.

This caused a deficiency of \$731 52 in Current Account, but the fact that a large number of bonds were redeemed, thus reducing the yearly interest, more than offset the small current deficiency.

For detailed statement of all receipts and expenditures please note the statement of the Treasurer submitted herewith.

Twenty-eight members have passed away, among them three ex-presidents, Mr. Nathan Cole, Mr. John W. Kauffman and Mr. D. P. Rowland. Your Board has in each instance taken appropriate action and tendered the sympathies of the members of the Exchange to the bereaved families. The present membership is 1791, twenty-nine having been redeemed and 4 forfeited.

The Department of Weights has been efficiently conducted by the Weighing Committee, and while it has not as yet become self-sustaining, the benefits that have accrued to the grain trade of the city have justified the expenditure. The report of the Committee is submitted herewith for your information.

The Traffic Bureau continues to watch and guard the transportation interests of the city and is a valuable department of the Exchange. The

report of the Board of Managers, which accompanies this report, indicates the general scope of the work of the past year.

While primarily the duties devolving on your Board are to foster and care for the special interests represented on the floor, it, nevertheless, has not been unmindful of the general needs of our city, state and country, and has lent its support to all matters of local or general interest, and in several instances co-operated with the Business Men's League and Latin-American Club and Foreign Trade Association.

It has petitioned the general Government in favor of continued improvement of Western waterways; has placed the Exchange on record in favor of International Arbitration; has approved the measure introduced in Congress to prevent Interstate Telegraph and Telephone Lines being used to promote gambling, applied to the Postoffice Department for an improvement of the mail service to north Missouri and Iowa points, and petitioned the Rivers and Harbors Committee for the improvement of the Mississippi River between St. Louis and the mouth of the Missouri so as to lessen damage from overflow.

The Exchange has been represented at the following conventions by delegates appointed by the Board:

May 16th—Goods Roads Convention, St. Louis.

June 8th—Millers' National Federation, Niagara Falls.

June 14th—National Hay Dealers Convention, St. Louis.

June 22nd—National Grain Dealers Convention, Milwaukee.

Oct. 25th—Trans-Mississippi Commercial Congress, St. Louis.

Oct. 28th—Interstate Commerce Law Convention, St. Louis.

Nov. 15th—National Irrigation Congress, El Paso, Texas.

Nov. 15th—Upper Mississippi River Improvement Association, Dubuque, Iowa.

The Exchange was not called upon during the year for help from any community where a great calamity had fallen. When the great fire occurred in Baltimore in February last, a telegram of sympathy was sent to the President of the Chamber of Commerce, but as the citizens declared themselves able to cope with the situation no offer of assistance was made.

Your Real Estate Committee gave some consideration during the year to the question of a Fourth street entrance. Whenever the owners of the Fourth street property are ready to consider the question in a practical manner, your Board is of the opinion that the Exchange should co-operate and secure, if possible, an entrance from Fourth street for the convenience and accommodation of the members of the Exchange.

Your Board congratulates the membership upon the high position the Merchants' Exchange occupies, not only in this city but in the Mississippi Valley, and upon its high standing with commercial organizations abroad.

The new rules in regard to deliveries, adopted December 19th, will, in the opinion of your Board, facilitate business and add materially to the volume of transactions on the floor and result in amicable settlement of disputes by arbitration, rather than by legislation.

The Board desires to express its appreciation of the services of the various committees, also of the faithful service rendered by the Secretary and his assistants and the other employes.

In surrendering the trust conferred a year ago, your Board returns thanks to the members for the many evidences of their esteem and hearty support, and extends its best wishes for the continued prosperity of the individual members and of the Association which they represent.

Respectfully submitted,

THE BOARD OF DIRECTORS,

By H. H. WERNSE,
President.

The Exchange was closed on the following days:

January 1st,	New Year's Day.
February 12th,	Lincoln's Birthday.
February 22nd,	Washington's Birthday.
April 1st,	Good Friday.
April 30th,	Opening of Louisiana Purchase Exposition.
May 30th,	Memorial Day.
July 2nd,	Saturday before Independence Day.
July 4th,	Independence Day.
September 5th,	Labor Day.
September 15th,	St. Louis Day at World's Fair.
October 8th,	Chicago Day at World's Fair.
October 11th,	Missouri Day at the World's Fair.
November 8th,	Election Day.
November 24th,	Thanksgiving Day.
November 26th,	The President's Day at the World's Fair.
December 1st,	D. R. Francis' Day at the World's Fair.
December 24th,	Saturday before Christmas.
December 26th,	Celebrated as Christmas Day.

DEPARTMENT OF WEIGHTS.

ST. LOUIS, December 22, 1904.

To the President and Members of the Board of Directors of the Merchants' Exchange, St. Louis, Mo.:

GENTLEMEN: With the approval of the Committee on Weights I beg to hand herewith my report for the year 1904.

EARNINGS AND EXPENSES.

The expenses of the Department will show a large increase over the previous year, due to the fact that the Department's work has been greatly enlarged, owing to a large increase in business and a special effort to enhance the thoroughness and efficiency of the service.

The salary list at the present time amounts to Twenty-three Hundred Dollars monthly. However, it is a source of gratification to report a corresponding increase in revenue for it is considerably in excess of last year.

During the months of August, September, October and November the Department, for the first time in its history, has been self-sustaining, and were it not for the litigation on the east side the deficit for the year would have been considerably lessened during this period.

The condition in East St. Louis at the present time is as follows:

In pursuance with your instructions of July 1, men were placed on August 1 in all public elevators in East St. Louis and Venice, Illinois. On August 3 the Illinois State Board of Railroad and Warehouse Commissioners secured a temporary injunction, restraining the men from supervising the weights in east side elevators, the men were accordingly withdrawn until August 9, upon which date the State Board sought to have the injunction made permanent. The case was heard before a Master in Chancery and their petition was granted in so far as it prevented our men from weighing or supervising the weighing in public elevators, but was denied, in so far as it sought to restrain them from standing by and seeing the weighing done and making a memorandum of the weights, and certifying that the weights were, in each case, so much. On the advice of attorney, R. F. Walker, our men were again placed in all public elevators on August 10, and they checked the weights until August 29, when two of the men were arrested on a charge of violating the injunction. Our attorney in East St. Louis, being out of town, we secured the services of Judge Kramer, and the cases were continued and are still pending. By agreement of counsel, representing both sides, the men returned to the elevators on condition that we hold all bills for services of this Department in East St. Louis public elevators in abeyance until the matter is finally disposed of by the courts, which, probably, will be in the near future. For the months of September, October and November, there are bills pending for east side services amounting to \$1,869 10. Since this litigation began we have received over 700 petitions from shippers throughout the States of Illinois,

Iowa, Kansas, Nebraska and Missouri, requesting us to continue checking their weights, and expressing their willingness to pay a reasonable charge for the same.

TARE.

All certificates issued by this Department at the present time show the actual weight of the contents of the car and we do not recognize dockage or tare in warehouses, elevators or mills.

The Illinois Railroad and Warehouse Commission, however, allows tare of 100 pounds on cars weighing 40,000 pounds or over, and 50 pounds on cars weighing under 40,000 pounds. This is a source of considerable friction, as east side elevators, with the exception of the McReynolds "C", are availing themselves of the ruling of the Illinois State Board and are deducting this tare. The elevators on the west side of the river and the mills on both sides and in Alton make settlement on actual weight.

SHORTAGES.

Are mainly due to the condition of the cars, as in nearly every instance, where a shortage is complained of, it is found upon investigation that there is some defect in the car. These defects are largely due to the increased size and the construction of the cars. During the past few years the capacity of cars has been about doubled without a corresponding increase in the strength of the side of the car to enable it to withstand the additional strain. The doors on these new cars are about one-third larger than the door on cars of the older type, but, in many instances, the grain door used is of the same strength. The result is the door will bulge out and this, together with the shipper's not properly cooping the door, causes a large amount of grain to be lost in transit. About eight per cent of the cars arrive in this market with leaky grain doors.

The introduction of the automatic coupler is also a new cause for a considerable number of cars arriving in bad order. Cars are allowed to bump together with more force, as it is no longer necessary for brakemen to stand between them in making the coupling, and it appears that the more forcible the contact is the better the coupling device will work. If there is a weak point in the car, these sudden jolts will naturally cause a leak. Our records show that during the year we examined 34,611 cars, of which 11,434, or about 33 per cent of the total number of cars examined were in bad order or not properly sealed. These defects were distributed as follows:

No. Cars Leaking at Grain Door	....	2531	or	7	3%
" " " over " "	.....	354	or	1	%
" " " at Box	.....	2625	or	7	5%
" " " at End Window	.....	460	or	1	3%
" " Not Properly Sealed	.....	5464	or	15	7%

11434

ELEVATORS.

At the present time the Department maintains deputies in all the mills, elevators and warehouses on both sides of the river, except one elevator in St. Louis, the Mound City Elevator, and two elevators in East St. Louis, the Montgomery B and Terminal Elevators.

When the volume of business justifies it the Department places two deputies in the large elevators. The duty of one deputy is to see that the scales are in proper order and that the records of weights are correct. The duty of the second deputy is to examine all cars loaded and unloaded, and report in detail condition of cars both inside and outside.

All defects in cars are recorded; also the exact seal records are reported. The deputies also see that cars are carefully cleaned out and that no grain is left in the car.

WAGON TRACKS.

The Department continues the watchman service, which was inaugurated last year and somewhat increased, as we now have a watchman in each of the eleven most important wagon tracks in St. Louis and East St. Louis.

In addition to the police protection, these men are strictly enforcing the rules of this Department, and we have no more reports of loss in weights, owing to grain and loose hay being left in cars. Formerly teamsters, who had several cars of grain to unload and who would finish up one car with only a part of a wagon load, would pass on to the second car, taking no record of the part load from the first car. Our rules prevent this, for every wagon load or part load must immediately pass over the scales, so exact record of weight is obtained of all the grain or hay in each and every car.

CERTIFICATE OF WEIGHT AND BAD ORDER REPORT.

From the above you will see that this Department can furnish the shipper proper evidence of the exact condition of the car, the weights, etc., and in the event of a shortage, due to a defect in the car, the shipper has proper documents to enable him to collect such claims from the railroad company. provided he has evidence to show that car was in good condition and properly coopered when it left his station.

VOLUME OF BUSINESS FOR THE 11 MONTHS ENDING NOV. 30, 1904, AS COMPARED WITH 12 MONTHS FOR THE YEAR 1903.

	1903	1904	INC.	DEC.
Cars unloaded	22,517	34,611	53 7%	
Cars loaded	10,820	13,005	20 1%	
Sacks unloaded	101,909	252,653	147 8%	
Bushels loaded in Barges.....	2,596,160	185,192		92 9%
Wagons loaded	53,709	63,346	17 9%	

Respectfully submitted,

JAS. H. WARREN,

Supervisor.

JOHN E. GERAGHTY, *Chairman.*

C. W. McCLELLAN,

M. W. COCHRANE,

EDW. DEVOY,

M. J. MULLALLY,

W. B. HARRISON,

FRANK H. GIESELMAN.

Committee.

ST. LOUIS TRAFFIC BUREAU.

St. Louis, December 14th, 1904.

To the Board of Directors, Merchants' Exchange, St. Louis, Mo.:

GENTLEMEN: The Louisiana Purchase Exposition has made St. Louis more widely known throughout the business world, and, following this greatest of World's Fairs, every effort should be made in 1905 to advance the commercial interests of St. Louis and make this market second to none in the world.

The force and energy of our commercial bodies, if concentrated and properly directed, could successfully solve the most difficult problems that may confront them, in expanding the trade and commerce of our city.

St. Louis is most fortunately situated in the center of the greatest and most productive valley in the world, with rivers forming natural highways for commerce, which we have not yet taken advantage of, and railways reaching all points of the compass, for the concentration and distribution of both the raw and manufactured products.

No good reason exists why St. Louis should not become the largest handler of grain for domestic consumption in this country, and, if this can be brought about, it would stimulate the growth and increase the prosperity of our merchants and manufacturers, for the tendency and inclination of every man is to make his purchases in the market where he has disposed of his grain, live stock and other products.

The rapidly expanding trade of St. Louis has been jealously watched by competing markets, some of whom have recently completed expensive organizations to defend and to prevent the further advance of St. Louis into trade territories which they have heretofore controlled and considered as their own.

This opposition should not cause us to relax our efforts, but on the contrary should create additional force and energy, to be used in increasing the controlled territory of this market and, if competition be the life of trade, the results should cause us to realize, to the fullest extent, our fondest hopes and desires for a greater St. Louis.

The Bureau has been instrumental this year in bringing about many important changes in rates, classification, rules and regulations, in addition to the routine work of the office, such as the preparation of comparative rate sheets, circulars showing changes in rates, and quotation of rates, all of which have proven profitable and beneficial to our members and of great value to the trade.

FOR THE BOARD OF MANAGERS.

W. P. KENNETT,
Chairman

REPORT OF THE TREASURER FOR 1904.**CURRENT ACCOUNT.****RECEIPTS.**

Cash on hand January 1st.....	\$	21,789	97
Received from Assessments.....		72,240	00
" " Transfer Fees.....		2,880	00
" " Rent Telegraph Counters.....		1,900	00
" " Drawer Rent.....		780	02
" " Interest.....		562	00
" " Samples and Sweepings.....		884	50
" " Non-Residents Tickets.....		175	00
" " Rent of Transportation Desks.....		30	00
" " Scrupulous Conscience.....		20	00
" " Sale Iron Beams.....		12	00
Overdrawn at Bank.....		781	52
	\$	100,985	01

EXPENDITURES.

Transferred to Real Estate Account.....	\$40,100	00
Salaries.....	20,048	50
Telegraph Account.....	13,663	21
Redemption of 29 Memberships.....	7,250	00
Department of Weights.....	5,650	24
St. Louis Traffic Bureau.....	4,214	23
Annual Report.....	1,616	82
Taxes.....	1,081	00
Telephones.....	1,000	00
Printing and Stationery.....	905	97
Attorney of the Exchange.....	800	00
Furniture, Chandeliers, etc.....	474	88
Soap and Towels.....	462	20
Postage.....	427	00
Entertainment Honorary Philippine Commissioners..	857	20
Entertainment Rivers and Harbors Committee.....	832	62
Trans-Mississippi Commercial Congress.....	300	00
Repairs.....	281	30
Belcher Water.....	165	00
Clock and Grain Dials.....	162	50
Books, Papers and Price Currents.....	164	55
In Memoriam—Ex-Presidents.....	150	00
Badges.....	141	85
Brooms, Dusters, etc.....	187	80
Insurance on Furniture.....	127	50
Promenade Concert.....	122	00
Ice.....	111	55
Entertainment Mississippi River Commission.....	102	20
Judges of Election.....	99	00
Flour Inspector.....	82	40
Delegates to National Grain Dealers' Association....	79	25
Delegates to Louisville.....	67	50
Board of Directors.....	66	87
Delegates to Irrigation Congress, El Paso.....	65	50
Tin Pans.....	65	00
Delegates to River Convention, Dubuque.....	59	69
Delegate to Millers' Nat'l Federation, Niagara Falls...	58	85
Typewriter.....	47	50
Reception United States Senators.....	25	00
Sundries.....	218	88
	\$100,985	01

REAL ESTATE ACCOUNT FOR 1904.**RECEIPTS.**

Balance on hand January 1st.	\$	430	44
Received from Rentals		50,263	50
" " Current Account.....		40,100	00
" " Interest.....		32	34
	\$	90,826	28

EXPENDITURES.

Bonds Redeemed	\$35,000	00	
Improvements	23,028	91	
Taxes	7,698	55	
Employees	7,602	20	
Fire Insurance.....	4,187	50	
Coal, 1,350 tons	3,034	49	
Repairs	2,811	50	
Interest and Premiums on Bonds.....	1,950	33	
Water License.....	1,482	00	
Electric Light and Meters.....	1,322	46	
Power for Electric Elevators.....	1,037	18	
Casualty Insurance.....	481	10	
Supplies for Janitor and Engineer.....	470	25	
Removing Ashes and Sweepings.....	327	00	
Telephones	185	00	
Printing and Stationery.....	72	25	
Night Signal Service.....	36	00	
Sprinkling Tax.....	28	04	
Inspecting Elevators and Boilers	23	00	
Sundry Small Items.....	14	00	90,786 76
Balance on hand December 31st, 1904.....	\$	39	52

Paid on Bonded Debt during 1904.....	\$	35,000	00
Bonded Debt Unpaid (not due)	\$	37,000	00

GEO. H. MORGAN,
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, hereby certify that we have examined the accounts of the Secretary and Treasurer for 1904, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows:

To the Credit of Real Estate Account.....	\$	39	52
Current Account overdrawn at Bank.....	\$	731	52

M. G. RICHMOND,
B. J. PENDLETON, } Committee.
W. H. DANFORTH,

St. Louis, January 8rd, 1905.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1904,

WESTERN WATERWAYS.

JANUARY 12th: The Merchants' Exchange of St. Louis is now as ever deeply interested in the improvements of the navigation of Western waterways and especially in the great trunk stream, the Mississippi River, which exerts so powerful an influence in controlling freight rates. One of the most important portions of the river is between the mouth of the Missouri and the mouth of the Ohio, for which the Chief of Engineers recommends large and continued appropriations in order to secure a nine foot channel at all seasons when navigation is not interrupted by ice.

The lower river under the charge of the Mississippi River Commission is in need of further and continuous appropriations for the improvement of the channel and the protection of banks by levees, as emphasized at the River Improvement and Levee Convention held at New Orleans October 27th, 1903, and this Exchange heartily endorses the resolution adopted at that Convention.

Therefore, the Board of Directors urgently calls the attention of the River and Harbor Committee to the extreme importance of submitting at the present session of Congress a River and Harbor Bill providing liberally for the improvement of the Mississippi River and its navigable tributaries.

The Board of Directors of the Merchants' Exchange of St. Louis heartily approves and endorses the plans and purposes of the Upper Mississippi River Improvement Association as indicated at the Convention held at Davenport, Iowa, October 21st-22nd, 1903, asking the general Government to make such appropriations for the improvement of the Mississippi River from St. Louis to St. Paul as will secure at all times a navigable channel of six feet when the river is not impeded by ice, so that steamboatmen may be able to contract for the movement of freight and passengers on that basis, and earnestly requests the honorable Senators and Representatives from Missouri to urge favorable action by Congress in this matter, so important to the commercial interests of the Mississippi Valley.

JANUARY 15th: The work of the Mississippi River Commission in maintaining and scouring out the navigable channel of the lower river demonstrates the efficiency and economy of building and maintaining the levees along the river banks, therefore the upper river, of equal importance to commerce, should receive like treatment, and the Congress is hereby urged in its appropriations to see that provision is made for levee maintenance on the

upper river on an equitable basis and subject to the same policy as that so successfully carried on by said Commission in the interest of the lower river.

Further Resolved, That while we ask this primarily in the interest of commerce of the whole river as a unit, we also ask it in the interest of the cities and agricultural and sanitary conditions of the river valley, all so vastly benefited by confining the waters of the river within its general embankments.

FIRE AT BALTIMORE.

FEBRUARY 8th:

To the President Chamber of Commerce, Baltimore, Md.:

In behalf of this commercial community I extend to the good people of Baltimore our hearty sympathy in the great loss sustained by the conflagration of last night.

H. H. WERNSE,
President.

HARBOR AT POINT JUDITH.

FEBRUARY 9th: The Board of Directors of the Merchants' Exchange of St. Louis, believing that it is the duty of the general Government to protect the navigation of the Lakes, Rivers and Harbors, so as to render same safe for the movement of the internal commerce of the country, heartily endorse the action of the New York Board of Trade and Transportation calling upon Congress to make the necessary provision without delay for completing the Harbor of Refuge at Point Judith, R. I.

INTERNATIONAL ARBITRATION.

MARCH 8th: The Board of Directors of the Merchants' Exchange of St. Louis, believing that arbitration between nations is the proper method for the settlement of all international disputes, places itself on record as being in favor of this Government entering into treaties with the leading countries of the world looking to arbitration of differences that may arise when same have failed of settlement through the usual diplomatic channels.

INTERSTATE TELEGRAPH AND TELEPHONE LINES.

MARCH 8th: The Board of Directors of the Merchants' Exchange of St. Louis are of the opinion that the legitimate business of the country will be furthered by the passage of H. R. Bill 7871, being a Bill to prevent interstate telegraph and telephone lines being used to promote gambling, and respectfully request the Representatives from this State to favor its passage.

IMPROVEMENT OF RIVERS AND HARBORS.

MARCH 8th: The Merchants' Exchange of St. Louis, being on record as favoring the improvement of rivers and harbors by the General Government, respectfully call the attention of the Honorable Senators from Missouri and Representatives from St. Louis to H. R. Bill 7637, being a bill to procure additional deepening of the channel through the outer bar of Brunswick, Ga.

GOOD ROADS CONVENTION.

APRIL 12th: The following delegates were appointed to represent the Merchants' Exchange at the Good Roads Convention, held in this city May 16th-21st: Edward Devoy, Chairman; M. G. Richmond, H. R. Todd, Geo. W. Parker, H. F. Langenberg, Henry G. Craft, T. R. Ballard, Leonard Matthews, Frank Gaiennie, Henry S. Potter, Geo. H. Morgan.

NATIONAL HAY DEALERS ASSOCIATION.

MAY 5th: The following delegates were appointed to represent the Merchants' Exchange at the Eleventh Annual Convention of the National Hay Dealers' Association, held in St. Louis June 14th-16th: T. R. Ballard, Chairman; Fred Deibel, A. H. Buschman, W. F. Funsten, John E. Hall, J. R. Lucas, S. Lee Elliott, John Mullally, Jas. W. Dye, J. F. Anderson, E. F. Thompson, D. P. Byrne, Geo. L. Graham, Geo. F. Langenberg, H. W. Mack, T. B. Morton, D. W. Clifton, F. C. Claus, Erick Picker.

NATIONAL GRAIN DEALERS ASSOCIATION.

MAY 10th: T. B. Morton and J. S. McClellan were appointed as delegates to represent the Merchants' Exchange at the Convention of the National Grain Dealers' Association, held in Milwaukee, June 22nd, 23rd and 24th.

BRITISH CONSULSHIP.

MAY 10th: *Whereas*, The British Government was formerly represented by a full Consulate in this city, which has been changed to a Vice-Consulate at the present, and

Whereas, St. Louis is now the fourth City in population in the United States, and the Louisiana Purchase Exposition now in operation has largely increased the necessity for a full Consulship, therefore,

Resolved, We do hereby recommend that the existing Vice-Consulship be raised to a full Consulship, and request the officers to petition the British Government to re-establish the full Consulship.

MILLERS' NATIONAL FEDERATION.

MAY 23rd: President H. H. Wernse was appointed as a delegate from the Merchants' Exchange to the meeting of the Millers' National Federation, held at Niagara Falls June 8th, 9th and 10th.

MISSISSIPPI RIVER COMMISSION.

JUNE 27th: The members of the Mississippi River Commission were entertained by a Committee from the Merchants' Exchange jointly with the Business League at the World's Fair grounds, June 28th.

MAIL SERVICE.

JULY 12th:

Hon. Henry C. Payne, Post-Master General, Washington, D. C.:

DEAR SIR: By order of the Board of Directors of the Merchants' Exchange, the following is transmitted to you for action:

Some very serious complaints have been made to this Exchange in regard to the poor mail service between St. Louis and Missouri River points north

of Kansas City, and also all points in Iowa. The attached correspondence with the St. Louis Post Office and with the firm of Beckwith Bros., explains the matter in detail. The St. Louis Post Office has made application to Mr. E. L. West, Superintendent Railway Mail Service, Sixth Division, Chicago, but no action has been taken. It is manifestly unfair to put Chicago on a basis where she can get mail from the territory in question in time to fill orders the next day after said mail is put in a Post Office, while it takes twenty-four hours later for St. Louis to fill orders which have been mailed at the same time. This is owing to the fact that no mail is being carried by some trains which bring passengers and express into St. Louis.

The special relief that we ask is that mail be carried on the Illinois Central train which leaves Dubuque, Iowa, at 7 P. M. and reaches St. Louis at 7:24 A. M. Also that such other cases of unfair treatment to St. Louis be taken up and given your prompt attention.

FILIPINO COMMISSIONERS.

JULY 28th: The Filipino Commissioners were given a reception on 'Change and entertained at lunch at the Missouri Athletic Club, on July 28th, and were also entertained by the Merchants' Exchange and Business Men's League at the Glen Echo Club on August 3rd.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

OCTOBER 11th: The following delegates were appointed to represent the Merchants' Exchange at the meeting of the Trans-Mississippi Commercial Congress, held in St. Louis, October 25th-29th: E. O. Stanard, S. A. Bemis, Alex. H. Smith, C. H. Seybt, Benj. Althimer, O. L. Whitelaw, H. R. Whitmore, H. F. Langenberg, Amedee B. Cole, J. S. McClellan.

INTERSTATE COMMERCE LAW CONVENTION.

OCTOBER 13th: The following delegates were appointed to represent the Merchants' Exchange at the Interstate Commerce Law Convention, held at St. Louis, October 28th: E. O. Stanard, O. L. Teichmann, H. F. Langenberg, C. H. Seybt, W. P. Kennett, E. S. Tompkins, W. H. Danforth.

NATIONAL IRRIGATION CONGRESS.

OCTOBER 13th: Messrs Henry H. Wernse and T. R. Ballard were appointed as delegates to represent the Merchants' Exchange at the meeting of the National Irrigation Congress, held at El Paso, Texas, November 15th-18th.

CLEVELAND DAY, WORLD'S FAIR.

NOVEMBER 1st: The following Committee was appointed to call on the Delegation from the Cleveland, Ohio, Chamber of Commerce at the Ohio Building at the World's Fair, Tuesday evening November 1st: H. H. Wernse, T. R. Ballard, John L. Messmore, Geo. F. Langenberg, W. B. Harrison, N. L. Moffitt, E. L. Waggoner, W. P. Kennett, Clinton Rowell, Frank Gaiennie,

John G. Mittler, E. O. Stanard, Geo. J. Tansey, Geo. H. Morgan, O. A. Orvis, I. M. Mason, Paul Robyn, T. B. Morton, Henry Greve, Amedee B. Cole, Jas. Arbuckle, A. P. Richardson, J. F. Imbs.

UPPER MISSISSIPPI RIVER IMPROVEMENT ASSOCIATION.

OCTOBER 20th: Messrs. Isaac M. Mason, Frank Gaiennie and E. S. Tompkins were appointed as delegates to represent the Merchants' Exchange at the meeting of the Upper Mississippi River Improvement Association, held at Dubupue, Iowa, November 15th and 16th.

FRANCIS' DAY AT WORLD'S FAIR.

NOVEMBER 29th: Thursday, December 1st, having been designated as D. R. Francis' Day at the World's Fair, it is hereby ordered that the Exchange be closed on that day in honor of our distinguished fellow member, the President of the Louisiana Purchase Exposition, and as an evidence of our appreciation of the great part he has taken in making the World's Fair of 1904 such a magnificent success.

ROCK ISLAND-FRISCO SYSTEM.

DECEMBER 13th: The Board of Directors of the Merchants' Exchange of St. Louis hereby expresses its appreciation of the courtesies extended by the Rock Island-Frisco System to the Delegates from this Exchange to the National Irrigation Congress, recently held at El Paso, Texas, and extends its best wishes for the continued success of the management in developing and extending the great System under its control; also that the irrigation of the arid lands in the West may develop and cause increased products and tonnage to the railways in that section.

INTERNATIONAL ARBITRATION.

DECEMBER 13th:

Whereas, The matter of International Arbitration is now one of the foremost subjects in the public thought of the world and the peaceful settlement of all differences between nations demanded in the interest of humanity;

Therefore The Merchants' Exchange of St. Louis, through its Board of Directors, gives its hearty support and approval of the efforts now being made to secure the adoption of arbitration treaties between the United States and other nations for the settlement of all disputes and differences that may arise, that can not be amicably adjusted by the usual diplomatic methods.

The Board also heartily endorses the action of President Roosevelt in the steps he has taken to secure a meeting of the Hague Peace Congress for further consideration of the great question of the amicable settlement of all disputes by peaceful methods rather by the arbitrament of war.

INTERSTATE COMMERCE LAW CONVENTION.

DECEMBER 13th: The Board of Directors of the Merchants' Exchange of St. Louis heartily endorses the action taken by the Interstate Commerce Law Convention at St. Louis, October 28th-29th, 1904, to secure the establishment and enforcement of just and reasonable rates of transportation.

MILLION CLUB.

DECEMBER 13th: The Board of Directors of the Merchants' Exchange of St. Louis heartily endorses the movement looking to the formation of a Million Club, for the purpose of presenting to the world the many advantages St. Louis offers, both as a place of residence and a business center.

The great World's Fair, just closed, has brought this city prominently before the public, and there should be no reason why, with proper effort, within the next decade one million people should not claim St. Louis as their home.

The President is requested to appoint a Committee of five to co-operate with the committees from other bodies in organizing the "Million Club" and furthering its purposes.

PRESIDENT H. H. WERNSE.

DECEMBER 22nd: The Board of Directors of the Merchants' Exchange tenders to President H. H. Wernse its sincere thanks and acknowledgement for the valuable services rendered the Exchange during his incumbency and for the signal ability and untiring energy displayed in the performance of the extraordinary duties devolving upon the President of the Exchange during World's Fair year.

IMPORTS AND EXPORTS OF THE UNITED STATES.

From Bureau of Statistics, Department of Commerce and Labor,
Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (-) twelve months 1903 and 1904.
	1902.	1903.	1904.	
MERCHANDISE.				
Imports—Free of Duty.....	\$ 408,640,299	\$ 437,430,238	\$ 490,610,246	\$+ 53,180,008
Dutiable.....	560,676,971	558,084,089	545,297,134	— 12,786,986
Total.....	\$ 969,316,270	\$ 995,514,327	\$1,035,907,370	\$+ 40,413,048
Exports—Domestic.....	\$1,533,203,491	\$1,457,647,193	\$1,425,745,233	\$— 31,901,945
Foreign.....	27,417,442	27,105,900	26,607,507	— 1,498,393
Total.....	\$1,560,620,933	\$1,484,753,093	\$1,452,352,740	\$— 38,400,333
Excess of Exports.....	\$ 601,304,663	\$ 489,238,765	\$ 416,445,576	\$— 73,813,381

IMPORTS AND EXPORTS OF MERCHANDISE.

ST. LOUIS.

The fourth city of the United States in population.
The largest and most important city in the Louisiana purchase.
The largest manufacturer of tobacco in the world.
Has the largest drug house in the United States.
Has the largest woodenware house in America.
Has the largest hardware house in the country.
Is the best dry goods market west of the Alleghenies.
Has the largest shoe house in the world.
The largest shoe distributing city in the Union.
Is the largest millinery market in America.
The largest inland coffee distributing center.
One of the great railroad centers.
The principal city on the longest river in North America.
The largest hardwood lumber market in America.
Makes more street and railroad cars than any other point.
The largest horse and mule market in the world.
A prominent manufacturing center.
Has the best rapid transit system known.
Leads in output of American-made chemicals.
Prominent in manufacture of proprietary medicines.
Receipts of grain in 1904, 62,340,938 bushels.
Receipts of flour in 1904, 2,355,560 barrels.
Flour manufactured in 1904, 1,102,980 barrels.
Flour shipped in 1904, 3,306,198 barrels.
Banking capital and surplus, 1904, \$80,590,054.
Bank clearings in 1904, \$2,793,233,918.
Leads in manufacture of stoves and ranges.
Tonnage received and forwarded in 1904, 37,429,000 tons.
Death rate per thousand in 1904, 16.76.
Largest brewery in the United States.
Has 96 public schools, with 88,340 scholars.
Largest and most complete railway station in America.
Has 23 public parks, containing 2,183 acres.
St. Louis post-office ranks first in ratio of expenses to receipts.
Receipts at St. Louis post-office in 1904, \$3,568,991.
Pieces of mail matter originating in St. Louis in 1904, 365,369,031.
Is renowned for beautiful residence districts.
Has 19 miles of river front.
Real estate transfers in 1904, \$42,289,256.
Value of buildings erected in 1904, \$14,075,794.

THE CITY OF ST. LOUIS.
ST. LOUIS IN 1904.

27

Area, square miles.....	63 1/4
Population.....	700,000
Real Estate and personal, assessed value.....	\$458,918,610
Bonded debt.....	\$28,582,278
Houses erected, number, 5,900; cost.....	\$14,078,794
River front, miles.....	19
Public parks, number, 28, acres.....	2,168
Paved streets, miles.....	479 1/2
Paved alleys, miles.....	127.75
Sewers, miles, 578.64; cost.....	\$18,864,862
Conduits for under-ground wires, miles.....	178
Water supply, capacity gallons per day.....	160,000,000
Water supply, average daily consumption.....	81,600,000
Receipts from water licenses.....	\$1,928,721
Public Schools, number, 98; Teachers, 1,856; Scholars, 1904, 68,840; cost.....	\$8,120,678
Union Station, 82 tracks, covers acres.....	11
Railroad lines terminating in St. Louis.....	
Street Railroads, miles single track.....	
Passengers carried.....	
Revenue of the City from taxation.....	
Revenue of the City from Special Taxes and Licenses.....	
Death rate per thousand.....	
Post Office, cash receipts.....	
Post Office, Pieces of Mail originating in St. Louis.....	
Tonnage, Total tons received.....	
Tonnage, Total tons shipped.....	
Manufactures, product, estimated.....	
Bank clearings.....	
Banks and Trust Companies, capital and surplus.....	
Tobacco, manufactured, 63,822,529 pounds, value.....	
Tobacco tax paid.....	
Breweries, output, gallons.....	
Grain, receipts, bushels.....	
Flour manufactured, barrels.....	
Flour received, barrels.....	
Public Elevators, 10; capacity, bushels.....	
Private Elevators, 22; capacity, bushels.....	
Lead received, pigs.....	
Zinc and Spelter, slabs.....	
Cattle received, number.....	
Hogs received, number.....	
Sheep received, number.....	
Horses and Mules received, number.....	
Cotton, receipts, bales.....	
Coal (all kinds) received, tons.....	
Dry Goods and Notions.....	Sales.....
Millinery.....	"
Vehicles.....	"
Plumbers' and Steamfitter's Supplies.....	"
Groceries and kindred lines.....	"
Boots and Shoes.....	"
Tobacco and Cigars.....	"
Hardware, shelf and heavy.....	"
Woodenware.....	"
Lumber.....	"
Candies.....	"
Beer, 3,056,170 barrels.....	"
Clothing.....	"
Furniture and kindred lines.....	"
Stoves, Ranges and Furnaces.....	"
Agricultural Implements.....	"
Iron and Steel and Wagon Material.....	"
Electrical Supplies.....	"
Paints, Paint Oils and White Lead.....	"
Saddlery and Harness.....	"
Hats, Caps and Gloves.....	"
Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals.....	Sales.....
Glass, Glassware and Queensware.....	\$22,000,000
Clay products.....	\$5,000,000
Furs.....	\$8,500,000
Railway Supplies.....	\$5,000,000
Trunks and Bags.....	\$20,000,000
Foundry and Machine Shops products.....	\$2,500,000
Wool, receipts 1904, 18,761,770 lbs., value.....	\$5,500,000
Hides, receipts 1904, 55,228,200 lbs., value.....	\$10,000,000
Carpets and kindred lines.....	\$14,000,000
Railroad Cars manufactured, value.....	\$5,000,000
Street Cars manufactured, value.....	\$15,000,000
Paper, Stationery and Envelopes.....	\$5,000,000

REVIEW.

Nineteen Hundred and Four was a great year for St. Louis. It witnessed the greatest International Exposition ever held; it brought to the city many visitors who were unacquainted with its advantages in a business point of view; it proved the capacity of the city to comfortably entertain and amply provide for a great influx of people, and demonstrated the hospitality of its citizens.

A large number of merchants embraced the opportunity to visit the great Fair, and, at the same time, make the personal acquaintance of jobbers, manufacturers and shippers, with whom they had done business for years; and many, who had not heretofore dealt in St. Louis, found, on visiting the wholesale establishments, that large and varied stocks were carried, and that they could buy their supplies here to their great advantage, and many new accounts were opened, which will prove permanent, and to the advantage of both buyer and seller.

The fear expressed by some, that, on account of the World's Fair, the wholesale trade would be unfavorably affected, was not borne out by the facts. The wholesale trade of the city did not depend upon the presence of World's Fair visitors, although this counted as an element of the year's business. The jobbers and manufacturers were extending their trade territory, and their salesmen were actively engaged in supplying old customers, and seeking new ones. The result was, that, throughout the year, business was good, and the result satisfactory.

As an indication of the progress made during the year, it is noted, that 190 new manufacturing establishments, with a combined capital of \$17,436,000, located here, while 89 withdrew, making a net gain of 101 establishments, and \$11,615,500 capital. In some lines of manufacturing, there was no special increase, but as a whole, the manufacturing industries made decided progress. In mercantile lines, the amount of new capital, with the increase in old established houses, was \$8,712,000.

Another item which emphasizes the prosperity of the city, is the increase in tonnage handled. In 1904, 37,429,000 tons were shipped into and out of St. Louis, as against 35,104,193 tons in 1903. While some of this tonnage was destined to points beyond the city, it indicates the increase both of local traffic, and of the through movement through this gateway.

Another index, is the business of the local post-office. This was augmented, to a certain extent, by World's Fair business, but the normal increase was large, showing the development of trade, and also an increase in the population of the city. The cash receipts of the St. Louis post-office,

were \$3,568,991, and the total pieces of mail matter originating in St. Louis, 365,369,031, as compared with \$3,111,490, and 304,907,161 pieces, for the previous year.

The records of the Clearing House, show a substantial increase over 1903, amounting to \$2,793,233,918, a gain of 11.3 per cent., and being the largest in the history of the Association.

The dividends paid by banks and trust companies, amounted to \$4,506,000, an increase of \$304,000 over the previous year.

The grain trade of the year was not as satisfactory as had been expected. The total receipts of coarse grain aggregated 62,340,938 bushels, a large business, but less, by some 6,000,000 bushels, than the previous year. The receipts of wheat did not show any falling off, the decline being principally in corn and oats.

The manufacture of flour was about equal to the average, while the output of mills in the adjacent territory, owned and run by members of the Merchants' Exchange, exceeded the previous year.

Careful inquiry among the various lines, justifies the assertion, that the jobbing trade of the year as a whole, increased from ten to fifteen per cent. The rapid development of the great West and Southwest, opens to St. Louis as its natural market, the vast trade of this section, and it is no idle boast to claim that this city is controlling a very large percentage of this business.

In no line is the increase more marked, than in the manufacture and distribution of shoe ware. St. Louis is now the largest jobber of shoes in the United States, and is rapidly moving towards first place in manufacturing. Three new factories were erected in 1904, and two more are planned for the coming year. The jobbers depend less and less, each year, on Eastern manufacturers for their supply, finding that St. Louis made shoes are better suited to their trade. The value of shipments in this line during the year, is conservatively placed at \$50,000,000, of which, probably 60 to 70 per cent. was of home manufacture. Trade is being extended into Mexico, Cuba, and Porto Rico, and also in the Northwestern States, and is firmly established in the South and Southwest.

St. Louis is recognized as one of the leading markets for dry goods and kindred lines. Large stocks are carried, to meet the demands of every section of the country, and the business of the five exclusively dry goods houses is increasing in a most satisfactory manner. Additional capital is being put into the business, larger stores are being secured, and larger stocks carried, and new territory exploited and trade extended, especially in territory heretofore claimed by other cities. There has been a noticeable increase in the demand for finer grades of goods, evidencing the prosperity of the country, and heavier stocks in this line are now being carried, to meet this demand. The total sales of the year in dry goods and notions, is placed at \$55,000,000 to \$60,000,000.

In millinery goods this city holds a prominent place. There are six houses engaged exclusively in this line, and the total sales for the year aggregate fully \$8,000,000. The business of the year was exceptionally

good, especially the spring trade. The trade territory covered all the central states, and west of the Mississippi river, and sales were reported to Montreal and Honolulu.

While not as prominent in the wholesale clothing trade as in other lines, St. Louis has quite an extensive business, and manufactures the lower grade to a considerable extent. More capital, with additional houses carrying large stocks, are needed, to place the trade upon a basis such as the territory tributary to St. Louis requires, and would readily support. However, the business for the year was gratifying, and shows an increase, the total sales amounting to \$7,000,000.

St. Louis is recognized as the leading saddlery and harness market, large stocks being carried, and many goods manufactured. Two new houses were started during the year, and all report a fairly prosperous business, the sales amounting to \$5,000,000.

St. Louis has attained an enviable position in the manufacture and sale of trunks, traveling bags, sample cases, and other specialties in leather goods. The sales of 1904, reached \$2,500,000, almost the entire product being the output of the five houses located here. Trade was augmented by the World's Fair, especially in the retail line, which was larger than ever before.

The jobbers in hats and caps report good business for 1904, the total sales amounting to \$5,500,000. St. Louis is the largest market for soft hats in the United States, the large trade being principally in the South and Southwest, with sales extending into Indiana, Illinois, and portions of Iowa.

The vehicle trade of St. Louis for 1904, shows a decided increase. There was a decline in the sale and manufacture of high-grade buggies and carriages, due, as is said, to the introduction of the automobile.

The factories turning out the cheaper grade of vehicles, show an increase in their business, which has grown enormously in the past few years. The capacity of the factories has been materially increased, and a separate wheel plant added. The sale of heavy business wagons, farm and other heavy vehicles, was greater than the previous year. The total sales of all grades of vehicles amounted to \$7,500,000.

In the line of agricultural implements, the trade was quite satisfactory. although the total sales did not materially exceed those of the previous year, when they reached \$15,000,000. Foreign trade shows a decided increase. Shipments were made on orders to Cuba, Porto Rico, Mexico, and the Central American States. A noticeable feature, is the demand for the better grades of goods, and the best makes of all implements used in modern methods of farming.

St. Louis being favorably located, as regards nearness to the source of supply, for material entering into the construction of cars for steam railroads, and also being an excellent distributing point, has become an important center of this growing industry. There are three large plants in and near the city, and the products of factories located elsewhere, are controlled

by St. Louis. Some 70,000 passenger and freight cars, valued at \$56,000,000 were built and distributed in 1903, through the St. Louis offices. The money value of new equipment and repair work done by St. Louis plants, during 1904, is estimated at \$15,000,000, all of the plants having been kept busy on new equipment or on repair work.

St. Louis has become one of the largest builders of street cars in the country, giving employment to an army of men. Over 1,600 cars were turned out in 1904, and shipped to all parts of the United States, and some foreign countries. There is a constant tendency to heavier and better-furnished street cars, requiring the best of workmanship. The total output for 1904, was about the same as the previous year, amounting to \$5,000,000. The capacity of the manufacturing establishments has been continuously enlarged. One firm has added an automobile department, which will commence operations early in 1905.

The railway supply business, which includes every article used in the building and furnishing of both steam and street cars, has become a business of vast proportions. Most everything included in the trade is made in St. Louis, or in the immediate vicinity, and the capacity of output has kept pace with the increasing growth of car building at this point. The total sales for 1904, were estimated at \$20,000,000.

It is somewhat difficult to separate the sale of strictly plumbers' supplies from lines somewhat classed with them by manufacturers and dealers, such as gas and steamfitters' supplies. There was some falling off in the city demand during the year, which, however, was offset by an increased country trade. St. Louis is largely engaged in the manufacture and sale of both plumbers' and steamfitters' supplies. The total sales in these two lines for 1904, amounted to \$6,000,000, one-third being represented by strictly plumbers' supplies.

Wholesale dealers in shelf and heavy hardware, are well pleased with the business of 1904. The advanced prices of building material worked against the trade, especially in the line of shelf goods, but as a whole, the trade was better than anticipated early in the season, the December sales being unusually heavy in the line of shelf goods. Low prices prevailed generally for heavy hardware, and while the tonnage handled increased considerably, the aggregate of sales for the year were about the same as those for 1903, amounting to probably \$40,000,000.

The electrical supply trade of St. Louis has rapidly become prominent. Its growth is phenomenal, and the past year's business has been exceptionally good, and dealers reported increased trade. Great improvements are being constantly made in electrical appliances, new discoveries brought to the front, and from all sources, increased demands are being met. Electrical power is being substituted largely for steam.

For decorative purposes, advertising signs, and other utilities, it is rapidly supplanting all other methods. The growth of trolley lines and telephone lines, especially in country districts, call for an enormous amount of electrical apparatus. St. Louis dealers are alive to the situation, and,

with large stocks, are prepared to meet all demands. The total sales for 1904, are placed at \$8,000,000.

The capacity of St. Louis for foundry and machine work, is very great. The output for 1904, while, as a whole, not up to expectations, shows a fair increase in some lines, although in others there was a decided falling off. The decrease was particularly noticeable in the manufacture of engines, heavy machinery and other heavy foundry work, and in heavy castings for building, and also for new railroad equipment.

In the lines of smaller and miscellaneous shop work and castings, there was a considerable increase, and the total volume of business done during the year is given at \$5,500,000. In this connection, it may be said, that steel casting has largely superseded those of iron, and, to some extent, wrought iron work. St. Louis has kept pace with the innovations, and four large steel foundries are now in operation, all being largely controlled by St. Louis capital; one of these is located in St. Louis, one in East St. Louis, and two in Granite City, Ill. They together employ, when running at full capacity, 5,400 men, and have a yearly output of approximately 120,000 tons of steel castings, which have a value of nearly \$9,000,000. Prospects are good for the operation of these four plants at their full capacity during 1905. These facts place St. Louis in the foremost rank of steel-casting centers, a fact perhaps not generally known.

St. Louis to-day, is the largest manufacturer of cooking ranges, and one of the leading centers of the United States for the manufacture and distribution of cooking and heating stoves, and furnaces for heating buildings. The trade has grown to a large proportion, the total output for the past year being placed at \$6,000,000, not including gas and gasoline stoves, amounting, probably, to \$1,000,000 more. St. Louis goods in this line, are known throughout the world, and foreign shipments are no small items in the trade.

While St. Louis does not manufacture any paper, it is a large market in that line. Large stocks are carried, and the trade was exceptionally good the past year. One of the largest paper houses in the country is located here. The total sales for the year reached \$8,000,000. Buyers can find in the St. Louis market, every grade of paper known to the trade, and have the advantage of large stocks from which to select. The publishers of country newspapers in territory tributary to St. Louis, find it their best market.

The manufacture of fire-clay products is an important industry of the city. Considerable capital is employed in the business, and, with large beds of crude material within and near the city limits, with cheap fuel readily accessible, the business has proved a most profitable one. Large quantities of fire-brick, retort, sewer-pipe and tile brick, are annually produced, and the reputation of these goods is established, both at home and abroad.

The business of 1904, however, did not exceed that of the former year, when the sales reached \$3,500,000.

St. Louis is the leading market of the United States in the sale and distribution of woodenware, more than one-half of the product of the whole country being handled in St. Louis, and the output of nearly every factory of consequence controlled by St. Louis houses. Sales the past year were quite satisfactory, and the total sales approximated \$14,000,000.

In the sale of drugs, chemicals and medicines, St. Louis occupies the leading position in the United States. The largest drug house in the country is located here, besides two other prominent houses. The manufacture of chemicals is an important industry, and is being constantly extended. Sales for 1904 will reach \$6,000,000. Proprietary medicines enter largely into the city's trade, many kinds being manufactured here. In patent medicines, St. Louis stands in the lead, both as a manufacturing and distributing market. The sales of drugs and kindred lines, including patent and proprietary medicines, is placed at \$22,000,000 for the year.

Paints and oils are largely handled in St. Louis, and the market is considered one of the best in the country. The trade for the past year was reported as satisfactory, probably equal to, if not exceeding those of 1903, which were placed at \$7,500,000. This does not include white lead, of which St. Louis is the largest producer in the United States. The prestige of this city as a white lead market, was fully maintained in the past year, the sales amounting to \$3,200,000.

The immense beds of glass sand near to the city, with cheap fuel, have contributed to make St. Louis a great glass manufacturing center. No window glass, or table glassware are made here, but, in the manufacture of bottles sky light, figured and various kinds of heavy unpolished glass, this city takes the lead. The largest single factory in the United States for heavy unpolished glass, is located here. Trade is being constantly extended, and, during the past year, establishments located here have found it necessary to increase both their production and storage capacity. The sales of plate glass reached \$1,500,000, ornamental glass, \$750,000. Two plate glass factories are in operation near the city, their combined capacity being 4,000,000 feet per annum, one at Crystal City, the other at Valley Park.

The sale of window glass was about the same as 1903; that of druggist and patent medicine bottles somewhat increased. The most noticeable gains were in figured glass, used principally in large buildings for partitions, transoms, offices and other purposes, where obscurity is desired, without the loss of light, and also in wire-imbedded glass for outside windows.

In the lines of glass, china and crockery wares, which included queensware, cut and glass table-ware, lamps and other household furnishings, the trade of St. Louis for 1904 surpassed that of any former year, the sales amounting to over \$6,000,000. Only a small percentage of the goods handled is of home manufacture. Large stocks are carried, and St. Louis is able to supply the demand for all character of goods, the best grades as well as the cheaper ones. St. Louis is well located for the manufacture of

crockery ware, with cheap fuel, and immense kaolin beds known to exist in the southern portion of the state.

There are twenty-eight breweries located in St. Louis, for the manufacture of beer, the total output for 1904 being valued at \$21,000,000. While this city does not produce the largest quantity, its brands are unexcelled, and are known throughout the civilized world, and the output is increasing year by year. The local trade is reported as being restricted during the year by the unfavorable weather, but the foreign trade increased beyond expectations. One of the plants located here, is claimed to be the largest brewery plant in the world. †

In the retail trade in all lines, the business of the year was more largely increased than in the jobbing lines. Many of the World's Fair visitors took advantage of their visit here to make purchases, and this, added to the natural growth of the population, made the year one of exceptional activity. The large dry goods, jewelry and department stores report a very marked increase in business, and a most satisfactory trade.

From this imperfect review of the year, it is demonstrated, that St. Louis has taken no backward step, but has made substantial progress. There was no boom, but a legitimate increase in population, wealth and commerce. While all lines did not prosper equally, taken as a whole, the business of the year was prosperous and satisfactory, and the new year opened with every indication of continued growth in population, wealth and commercial progress.

St. Louis is now, and ever will be, the great metropolis of the Mississippi Valley, and it is no vain boast, that, before another decade, it will dominate, to a greater extent than at present, the commerce of the great Central West.

FINANCIAL REVIEW.

By T. A. STODDART, Manager of St. Louis Clearing House.

The following condensed comparative statements of the banks and trust companies of the city of St. Louis is a comprehensive review of the volume of business transacted during the year 1904.

In the comparative statement of the associated banks an increase of the aggregate of \$63,196,308 appears, this in part is accounted for by the admission of the Mercantile Trust Co. to membership in the Clearing House Association, August, 1904, adding to the total \$26,807,530. This transfer, of course, affects the totals of the four remaining trust companies, making statements under date 30th November, 1904. The aggregate of the trust companies is still further reduced through merger absorption and liquidation, reducing the number of trust companies, ten in 1903 to five in 1904. Yet in the combined statement of the associated banks and trust companies there is shown a gain in the aggregate of \$37,183,442, viz:

DEBIT.

Bonds and Stocks, increase.....	\$ 387,290	
Cash and Exchange, increase.....	44,249,576	\$44,636,866
Loans, decrease.....	\$ 7,418,599	
Real Estate and Fixtures, decrease	39,825	7,458,424
		<u>\$37,183,442</u>

CREDIT.

Circulation, increase.....	\$ 1,455,149	
Deposits, etc., increase.....	42,147,651	\$43,602,800
Capital, decrease	\$ 4,395,650	
Surplus, decrease.....	2,023,708	6,419,858
		<u>\$37,183,442</u>

The dividends paid shareholders during the year amount to \$4,500,000, compared with the amount paid in 1903 as follows.

	1903.	1904.	Increase.
Banks.....	\$2,136,000	\$2,240,000	\$104,000
Trust Companies.....	2,060,000	2,260,000	200,000
Total.....	<u>\$4,196,000</u>	<u>\$4,500,000</u>	<u>\$304,000</u>

The total clearings for 1904 were \$2,793,233,918, as compared with the clearings of 1903 of \$2,510,479,245, which were in excess of any former year, shows a gain of \$282,756,666, or 11.3%.

The reports for the year, of the cities clearing the largest amounts, showing the ratio of difference between 1903 and 1904 are as follows:

New York,	Total, 1904....	\$98,649,418,678	Increase, 4.1 per ct.
Chicago,	" "	8,989,988,764	Increase, 2.7 "
Boston,	" "	6,681,546,802	Decrease, 1.8 "
Philadelphia,	" "	5,776,806,569	Decrease, 1.1 "
St. Louis,	" "	2,798,238,918	Increase, 11.8 "
Pittsburg,	" "	2,068,226,880	Decrease, 12.4 "

COMPARATIVE CONDENSED STATEMENT OF THE ASSOCIATED BANKS OF THE CITY OF ST. LOUIS, INCLUDING EIGHT NATIONAL BANKS, SIXTEEN STATE BANKS AND MERCANTILE TRUST CO.

	November, 1903.	November, 1904.	Increase.
RESOURCES—			
Loans.....	\$124,221,504	\$146,708,784	\$22,487,140
Banks and Stocks.....	80,818,842	86,674,490	6,855,148
Real Estate and Fixtures....	2,888,968	8,288,288	5,400,320
Cash and Exchange.....	54,025,899	87,584,647	33,558,748
Total.....	\$210,949,501	\$274,146,109	\$63,196,608
LIABILITIES—			
Capital.....	\$ 20,750,000	\$ 23,975,000	\$ 3,225,000
Surplus.....	21,578,658	29,840,580	7,261,922
Circulation.....	11,868,088	12,828,187	1,455,149
Deposits, etc.....	157,258,110	208,007,842	50,749,732
Total.....	\$210,949,801	\$274,146,109	\$63,196,308

CONDENSED STATEMENT OF FOUR TRUST COMPANIES OF THE CITY OF ST. LOUIS NOT INCLUDED IN THE ASSOCIATED BANKS STATEMENT.

	10 Companies, September, 1903.	4 Companies, November, 1904.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$ 70,880,245	\$ 40,964,506	.....	\$29,805,789
Bonds and Stocks.....	24,882,282	18,868,424	.....	6,013,858
Real Est. and Fixtures.....	4,420,427	8,581,880	.....	4,161,453
Cash and Exchange....	14,751,785	25,492,563	\$10,740,828	.....
Total.....	\$ 114,864,689	\$ 88,851,823	\$10,740,828	\$36,758,694
LIABILITIES—				
Capital.....	\$ 19,620,650	\$ 12,000,000	.....	\$ 7,620,650
Surplus.....	25,065,109	15,274,474	.....	9,790,635
Deposits, etc.....	69,678,980	61,077,849	.....	8,601,131
Total.....	\$ 114,864,689	\$ 88,851,823	.....	\$26,012,866

COMPARATIVE CONDENSED STATEMENT OF THE BANKS AND TRUST COMPANIES IN THE CITY OF ST. LOUIS COMBINED.

	1903.	1904.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$ 195,081,889	\$ 187,668,240	.....	\$7,413,599
Bonds and Stocks.....	54,650,624	55,037,914	\$ 387,290	.....
Real Estate and Flx....	6,804,898	6,764,568	.....	40,330
Cash and Exchange.....	68,777,684	118,027,210	44,249,576	.....
Total.....	\$ 825,814,490	\$ 862,497,932	\$44,686,866	\$7,458,424
LIABILITIES—				
Capital.....	\$ 40,870,650	\$ 35,975,000	.....	\$4,895,650
Surplus.....	46,688,762	44,615,054	.....	2,073,708
Circulation.....	11,868,088	12,828,187	\$ 1,455,149	.....
Deposits, etc.....	226,987,040	269,084,691	42,147,651	.....
Total.....	\$ 825,814,490	\$ 862,497,932	\$48,602,800	\$6,419,856

CLEARING-HOUSE STATISTICS.
ANNUAL CLEARINGS SINCE ORGANIZATION.

CLEARING-HOUSE STATEMENT.
BUSINESS FOR THE YEARS 1900, 1901, 1902, 1903 AND 1904.

REAL ESTATE.

From the Annual Report of SIDNEY SCHIELE, Secretary Real Estate Exchange.

A year which marks an epoch in the history of the city of St. Louis, has just closed. Fraught with tremendous import, 1904 must go down in the annals of this municipality, as the crucial point in its history.

Tireless, unflagging labor, by a coterie of men whose names must rank as civic benefactors, reached a climax, in the holding of an exposition which pauperizes mere verbal description.

So much progress has been made in trade, in finance, in public improvements, in better standards, and in general betterment the last two years, that St. Louis stands proudly before the world a worthy example of patriotic zeal.

With the enviable twelve months of 1903 to initiate the new year, 1904 opened with moderate buying of real estate in all parts of the city. It is true, that, taken in its entirety, the transfers and building permits were not so large as in 1903, yet, when it is considered, that the unsettled rental and building conditions, due to the Exposition, existed, together with the fact that it was a year of national campaign and election, it is more to be marveled, that general realty and construction operations proved as extensive as the record shows.

The average buyer has awaited the termination of the Fair. As before stated, the rental situation was badly disorganized. At the same time, there existed no inflation of property values. There has been no building boom. To the contrary, statistics compiled by the St. Louis Real Estate Exchange, develop the fact, that there was less construction in 1904 than in 1903.

Under these circumstances, it is but natural, that the aggregate real estate transfers for the last twelve months, amounting to \$42,289,256, are less than the total of 1903.

The impetus given by the \$50,000,000 expended on account of the World's Fair, is already to be noted in the improved streets, increased hotel facilities, enlarged boulevard system, and a general and generous year of civic improvement. Without question, the marvelous growth of the Southwest, and the territory tributary to this metropolis, has added immeasurably to St. Louis' prosperity and prestige. New trade centers have been tapped, in the effort looking to the making of a great interoceanic distributing point. A plethora of investment-seeking funds, and a surprising influx of outside capital, largely on the part of the great insurance corporations, have jointly contributed to cause an exceptional ease in loanable mediums. Money has been offered at the low quotations of 4 and 5 per cent., which must, eventually, generate conditions in building similar to those in other large centers.

Deeds of trust recorded, numbered 8,148, for a value of \$246,073,567, which included \$10,000,000 bond mortgage of Wabash Railway. \$163,000,000

bond mortgage of Chicago, Rock Island & Pacific, and \$20,000,000 bond mortgage of Laclede Gas Light Company. \$16,000,000 bond mortgage of St. Louis, Memphis & Southeastern Railway, and \$10,000,000 bond mortgage of the United Railways Company.

RENTING.

Unnatural causes produce abnormal conditions, and this is none the less true of the rental situation in St. Louis in the last twelve months. Diligent investigation proved that the customary advance in rents, owing to the World's Fair, has not only not exceeded, but has been far less than is true of other cities under similar conditions. This very condition has operated against the sales market. Buyers have discounted prevailing rents, while realty owners, encouraged by the more lucrative income, have been loath to sell. Hence, buyers and sellers alike, welcome return to normal conditions.

BUILDING OPERATIONS.

The building movement in 1904, while not aggregating quite so much as the year previous, shows the issuance of a greater number of permits. Besides which, it must be remembered, that, in 1903, a large percentage of construction was due to the temporary structures required in connection with the Louisiana Purchase Exposition.

Building permits were issued for 2,654 brick and stone, and 3,306 frame buildings, the total value aggregating \$14,075,794.

ASSESSMENTS.

As was to be expected, assessed values have undergone an increase commensurate with the growth of the city.

The present taxation on St. Louis real estate, is \$2.19 on the \$100 valuation. Property is generally assessed on the basis of 60 per cent. of its value. Within the last four years, the tax rate has been increased from \$1.90 to \$2.19. By far the greater burden of taxation is borne by the real estate interests. Under present conditions, it is felt by St. Louis property owners, who have, during the last year, paid \$9,500,000 into the city treasury—that the ratio has reached its reasonable limit. It will, therefore, be recognized, that the prevalent conditions require that there be no higher tax rate.

The assessment table follows:

1877	\$160,493,000
1880	181,345,000
1885	207,910,000
1890	284,827,000
1895	325,533,000
1897	338,862,000
1898	361,516,000
1899	378,508,490
1900	308,779,280
1901	394,795,700
1902	418,044,475
1903	448,865,560
1904	458,913,610

BENEFITS FROM THE WORLD'S FAIR.

In considering the many advantages, educational, commercial, and otherwise, which St. Louis and its inhabitants have reaped from the World's Fair, one point stands boldly forth—that is, the present world-wide realization of unexcelled strategic advantages of the city as a business and residential point.

Inestimable good must of necessity supplement the valuable advertising received at a relatively light cost. Skeptical minds have had their views of a post-exposition stagnation rudely shattered. A notably safeguarding of life and property by the Municipal Police and Fire Department authorities, added to the well-known hospitality of the city's population, has spread broadcast the fame of St. Louis. Increased business interests have located here, bringing a permanent and enviable addition to the city's population, which may now be conservatively and reasonably estimated to be not less than 700,000.

The municipality, on account of the Fair, and the city's rapid growth, has expended millions of dollars for permanent improvements. It is questionable whether such an elaborate scheme of betterments would have been attempted, had the Fair not been held. This course will even be pursued to a greater extent within the coming year, when, at the April election, the proposed bond issue of \$9,000,000 will be brought before the voters.

The Real Estate Exchange is in numerous ways fulfilling its aims and objects as an institution representing the city's interests in the highest degree.

THE SHOE TRADE.

From the Shoe and Leather Gazette.

The year 1904 proved to be no exception to the rule of the past decade in St. Louis. The shoe business scored an advance in value over that of the previous year. The total sales of shoes reached \$45,000,000.

Of this amount, nearly one-half was manufactured in St. Louis, or in towns nearby, where factories are owned by local firms, the goods being billed out from St. Louis.

RAPID FACTORY INCREASE.

It is doubtful whether any shoe manufacturing city in the United States has shown a greater proportionate increase in shoe development in the past four years than St. Louis has. Factory after factory has been erected and equipped and all of them have been giant concerns, of modern build and ample space.

Some of the model factories of the United States have been erected within the past three years, each a little ahead of the ones that preceded it. These buildings are of brick, steel and stone, fire-proof, from four to nine stories in height, and include from 50,000 to 150,000 square feet of floor space.

CONCENTRATION THE RULE.

As to the number of firms, that has decreased. Two houses have abandoned the jobbing field. One of them also turned over its factory to another

house, and the other may do so. Concentration of the business in the hands of great and powerful houses, seems to be the order of the day, the natural process of development. There are about a dozen houses, any one of which can fill an "opening order" that will fit out a new store complete, from cacks to hunting boots, including all rubber goods and fancy specialties, as well as the staples and dress shoes that are the mainstay of the retail shoe business.

A FIVE MILLION AVERAGE.

There are six houses that sold a total of over \$30,000,000 worth of shoes last year, or an average of \$5,000,000 each. St. Louis may claim not only "the largest shoe houses in the world" (whose title to the distinction has never been impeached), but also the largest half-dozen houses of any city in the world.

Nearly all St. Louis houses sell quantities of shoes made elsewhere, besides operating from two to five large factories each, of their own. Each is increasing this department of its business. They find that their own make of shoes is popular, and is favored by retail dealers in all sections.

It is believed, that the increasing of the local product is a great element of strength to the market. If a jobbing line is offered, at prices that are favorable, the local house can always take advantage of the offer if desired. Having their own well-equipped plants, places them in an independent position.

EXTENDING THE FIELD.

The field in which St. Louis shoes are an important item, has been largely extended during the past two years, in 1904 especially. The leading houses are all strongly represented on the west coast, and there has been an increased trade in Michigan, Ohio, Virginia, and the southeastern states. This is all good territory, with prosperous conditions.

Trade in the territory in which the city has, from its location, an advantage of position, has been excellent. The southwestern states, and the Mississippi valley, are principally agricultural territory, and the past few years have witnessed a tremendous increase in the total earnings of these regions.

LOOKING AHEAD.

The outlook for 1905 is of the best. The average retail stocks were not swelled in 1904, but rather decreased, owing to various elements of trade uncertainty.

People buy most freely on a rising market. Shoes are undoubtedly going higher. There is no inducement for a retail dealer to hold off. Consequently, there is every reason to anticipate an active year in the shoe trade.

As to the effects of the Fair, the beneficial influence will be more marked in 1905, and the years following, than it was in 1904. The merchants who came to the Fair were on an inspecting rather than a buying trip. More than 20,000 of them registered as visitors, and were shown the facilities of the market, and the manufacturing possibilities. They will be heard from later.

St. Louis has been for many years, the largest purchaser of shoes in the Boston market. The receipts from that source, for the past year, show less than in 1903, demonstrating, that more goods are being made here.

Shipments from eastern manufacturers during the past two years, were as follows:

	CASES.	1903	1904
St. Louis		657,409	525,753
New York		583,682	581,970
Chicago		397,251	400,749
Baltimore		306,144	335,309
Philadelphia		209,156	193,295
Lynchburg		165,770	163,650
Cincinnati		141,187	117,715
Pittsburg		113,886	93,110
Nashville		104,331	108,221

FURNITURE.

By GEO. T. PABER, Chairman Executive Board,
St. Louis Furniture Board of Trade.

Unparalleled activity is the record of the furniture and kindred lines of St. Louis for the World's Fair year. Orders taken during 1903, for many large, new hotels, more numerous furnished houses, new office buildings and enlarged offices, were executed as speedily as possible during the first four months of the year. Added to this, were the furnishings of the Universal Exposition States Buildings and Foreign Pavilions, the lesser individual needs of the thousands of exhibitors in the exhibit palaces, the numerous restaurants, places of amusements, and seatings upon the World's Fair grounds, forcing into the first half of the year, probably an aggregate business of \$20,000,000.

The last six months' business was increased by new foreign buyers, and many buyers from all parts of the United States, who found St. Louis factory products attractive enough to leave numerous large orders.

Introductions have followed the World's Fair attendance, that augur much for the future of the furniture trade of St. Louis. The prosperity of the great and growing southwest, its recent building-up, and being linked by the new rail connections with the southwest gateway, has contributed largely to the general trade increase; the work of business excursions into its midst, extending welcome invitations, followed by the magnet attraction of the Universal Exposition, has resulted in lasting trade alliances.

Undoubted evidence of the improvement in taste, and thereby, the noticeable better grade of goods purchased, has been observed, as an educational effect of the World's congress of modern household styles. It is to be regretted that St. Louis, with its fifty factories, failed, through the system adopted, in not making a collective exhibit of their makes, so easily comparable with those made.

Scarcely an idle day has been in the factories and stores during the year, except when closed for holiday events, and the half-day closing on Saturdays, for several months, for the employes' benefit.

While there are many temporary hotels using the plainest furnishings, there are a number of splendid permanent hotels, the furnishing of which will be a lasting credit to this year's efforts. The completion of the new City Hall, required much furniture of a permanent character, as did the completion of the fine branch high and grammar schools and improved furnishings in other schools. Several new churches are likewise to be mentioned as having been fitted out.

The car furniture industry has thrived, by reason of the needed increase in equipment for the World's Fair, these trains radiating to and from the city in every direction.

The mattress and bedding business was never so large—the manufacturing, wholesaling and retailing trade—the splendid new hostelries requiring the best, while the temporary hotels sought the cheapest. Coffins, varnishes, glues, etc., of the allied lines, had a normal business.

While the World's Fair constituted a great bazaar, disposing of much in aggregate, the retail sales of the merchants of St. Louis, have been larger than heretofore. Retail stocks were much heavier, and the quality of the goods carried, were not excelled in any part of the United States.

The year fails to record the establishment of any new houses, but all have increased their facilities, and several enlarged their premises. Some exclusive carpet houses in South St. Louis, have added furniture. Fourth Street has drawn two houses to its convenient locality. The permanent Furniture Exposition has demonstrated its need, as a medium for samples display for factories scattered in localities not easily accessible, and has attracted lines of many other manufacturing cities for exhibit, taking advantage of this city as a buying center. Numerous new buyers have been in attendance, and have expressed surprise and satisfaction at the magnitude and quality of the displays.

The St. Louis Furniture Board of Trade took an active interest in all World's Fair events, presenting the opening ceremonies' gavel, a fine table and chair to its president, made from timber cut from the Exposition site, each properly inscribed as memorials of the event, and the participation of the furniture and kindred trades.

An increase has been noticable in the use of brass and iron beds, displacing the quantities of cheap wood beds, a former large St. Louis product. For the better grades of furniture, mahogany takes the lead, followed closely by quartered oak, of which the arts and crafts' styles form a considerable feature. Bird's eye maple, and curly birch, are declining in popularity, the tendency being towards new effects in finishes upon oak, ash, and birch. Poplar, gum, and ash are the woods most largely worked into the cheaper grade, the improvements in finish and style resulting in excellent merchantable pieces.

Prices have ranged some higher than a year ago, consequent upon the advanced cost of labor and materials.

There have been no strikes of a serious nature, the 7,500 employees having been continuously busy. The capital employed in the various industries, remains at approximately \$7,500,000. The sales, which include goods not of local make, equal \$30,000,000, about \$5,000,000 being the amount which has been paid employees.

ST. LOUIS IMPLEMENT AND VEHICLE TRADE..

From Farm Machinery.

It has been a good year. This is the verdict of the majority of the implement and vehicle manufacturers and jobbers of St. Louis, and of the branch houses located here. It is not a unanimous verdict. There are those who have found the year a disappointment, and who, in the years to come, will find no special pleasure in speaking of the business of 1904, or of looking at the record books wherein that year's transactions are recorded. But happily, that class is in the minority—far in the minority—and the reports of the great majority are cheerful, and tell of a business that has been gratifying, or at least, very satisfactory.

Hundreds of dealers came here to attend the Louisiana Purchase Exposition. But their coming did not serve to swell the annual sales of any of the local houses, judging from most reports. It seemed that the dealers came here rather for pleasure and for recreation than for business, and while it is true that a goodly number of them called on the local houses, they left behind nothing but memories of that call. But it is felt, nevertheless, that the World's Fair has done a great work in forming a better acquaintance between dealers, manufacturers and jobbers, and it is more than probable that many an order will be received in years to come, that is a direct result of the dealer's visit to St. Louis during 1904, and of his kindly reception and courteous treatment here by the local manufacturers and branch-house representatives.

The binder and reaper business has been below the average. The wheat crop of the year was a disappointment, and, as a consequence, the binder and reaper sales did not begin to approach what it was expected at the beginning of the year they would. A good hay crop served to afford an excellent demand for rakes and mowers, and this line of implements has sold well. The demand for binder twine, it seems, has been a little above the ordinary.

The year seems to have found buggy manufacturers faring very well. In fact, a number of companies report it their banner year. There are others, however, whose output was not equal to that of former years. For the coming year, the vehicle outlook seems excellent, and one of the most pleasing features is, that there is less demand for the cheaper grade of goods. The call for high-grade goods far outclasses that of the cheaper and inferior grades. Several companies report more orders than at this time last year.

Cultivators, harrows and plows, have been in great demand, and the companies manufacturing and handling these implements, report, almost without exception, a good year. In this line too, it is noted, that a number of dealers

are looking for a better class of goods than formerly, and they do not complain about paying a higher price, providing the quality of the goods justifies it.

The Southern business for the year has been very good. The high prices received for 1903 cotton, netted the planters a neat sum, and they spent liberally for improved machinery. During the closing months of the year, the southern trade has slackened, owing to the drop in the price of this year's cotton. In fact, business during the closing month of the year, seems to have been temporarily at a standstill. But the reaction is only temporary, as every planter had good crops, and while the price may be low, it is a certainty that all will have some money at least.

The outlook for the year 1905 is most promising. Orders are coming in at a most gratifying rate, and there is every indication that the prosperity which has reigned for several years, will continue during 1905, in all lines of the implement and vehicle business.

ST. LOUIS STOCK EXCHANGE.

By G. H. WALKER, President.

The business transacted on the floor of the Exchange for the year 1904, shows a material decrease when compared with that of 1903; sales of various securities listed, being as follows:

	Shares.	Amount.	
Trust Companies	18,440	\$3,567,591.36	
Banks	5,698	1,548,878.65	
Miscellaneous Stocks	12,144	1770,767.00	
Mining Stocks	17,077	7,865.84	
Total	53,359	\$5,895,102.85	
St. Louis Transit Co.	76,612	774,892.87	
United Railways, Common ...	5,772	126,972.62	
United Railways, Preferred....	33,516	1,969,050.87	
A. Total	169,259	\$8,766,019.21	\$8,766,019.21
Bonds, Miscellaneous	689,470	688,116.78	
United Railways, 4s'	1,129,000	927,892.73	
Brown Brothers, Subs.....	135,532	120,592.05	1,736,601.56
			\$10,502,620.77

as against transactions in 1903, amounting to a total in dollars of \$16,435,297.32.

This decrease in volume of business was not peculiar to St. Louis; the Stock Exchanges in the principal cities of the United States, suffering to a like degree, with the exception of the New York Stock Exchange, where a slight increase is shown.

The World's Fair, of immense importance to our city and the state at large, has not affected our security market. For the greatest benefits from its results, we must look to the future. St. Louis, with its ideal geographical situation, is, and will continue to be, the center of distribution of securities for the great Middle West.

GROCERIES.

By **ROBERT E. LEE**, Editor Interstate Grocer.

The wholesale grocery interests of St. Louis are pleased with the showing that their annual balances make. There has been an appreciable increase in the volume of sales directly from wholesale grocery houses, and the sales of the kindred house—the manufacturers of grocers' specialties, coffee roasters and syrup refiners—have been entirely satisfactory, although it may be stated, that the wholesale grocers did more of the distributing to the retail trade, and the specialty houses less, than usual. A well-posted wholesale grocer states, that his own sales have exceeded that percentage, but that the average of increase for straight wholesale grocery houses, has been 10 per cent. for 1904 over 1903.

The World's Fair did more to increase the grocery business, than any other line, possibly, and for that reason, those wholesale grocery houses doing an extensive city business, were able to show better results in volume of sales, than those with an exclusive country trade.

St. Louis has a tremendous competition to contend with in groceries, for the reason, that every large town in the surrounding country, supports one or more wholesale grocery houses. In spite of this handicap, however, we are catering to the grocery trade of the entire southwest, south, and much of the direct west. The southwest is, however, our best territory. A fact that is striking, is, that not a wholesaler of groceries in this city, has any complaint to make because of the dullness that is usual during presidential election years, and there has not been a wholesale grocery failure in years.

An important feature of the wholesale grocery business of St. Louis, is the striking growth of the coffee distributing interests. St. Louis is now the largest interior coffee market in the United States. New York receives and ships out more coffee than St. Louis, but Chicago does not. This is owing to the fact, that we have favorable freight rates via New Orleans, and that St. Louis coffee houses and wholesale grocers directly import their green coffees from the Brazilian plantations. There has been a striking change in the distribution of coffees within a few years for this reason. Five years ago, the large part of the coffee that came to St. Louis was shipped from New York. Now, the receipts of coffee from New York are practically of no importance. our supplies coming up from New Orleans by cheap rail freight.

St. Louis is, for the reasons given, a large distributor of green coffees, to all the surrounding district, in a jobbing way. Roasters of coffee, to the east, the west, and the southwest of us, buy in St. Louis for all their needs.

Some official custom house figures regarding direct imports of coffee by St. Louis wholesalers, who were importers of coffee, during 1904:

Their total imports were 369,290 bags of coffee, of 132 pounds average. That would mean the enormous total of 48,746,280 pounds of coffee, imported direct from the plantations, by St. Louis firms. Those figures, it must be borne in mind, do not include the purchases of coffee by St. Louis houses from eastern and southern importers, who, having a temporary advantage in price,

or a specially fine lot of goods, were able to sell in this market to the jobbing trade. A significant fact about these figures is, that, of the imports by St. Louis houses, 275,365 bags came via New Orleans, while but 93,925 bags came through the port of New York.

A similar condition also exists as to rice, St. Louis being now the heavy rice market. Cheap freight rates put us in direct touch with the rice fields of Louisiana and Texas, and we are beginning to distribute their rice in a jobbing as well as a retail way. The consumption of rice, it is claimed, by wholesale grocers, is much increased in the past two years, owing to a better understanding of its value as a food. That has been brought about by a systematic advertising campaign, conducted by the rice interests of the South.

The sugar market has been the cause of much concern in grocery circles during the year. The price has been gradually but decidedly going up, and at the end of 1904, a price of six cents for granulated sugar was reached. That price had not been before known in many years. Fortunately, the local interests kept in close touch with the situation, and bought along with the advance. For this reason, there is a great deal of sugar stored in St. Louis, that came in at the cheap price. The advance in sugar for the year, the upward turn starting in February, 1904, has been one and one-fourth cents a pound.

An immense quantity of canned tomatoes was carried over from 1903, but the 1904 pack was 8,500,000 cases, which is 25 per cent. less than that of the previous year. Prices were ten per cent. lower for tomatoes than during 1903, and sales were heavy, leaving the supply at the close of 1904, in fairly satisfactory position.

The pack of canned corn, except that of Maine, was considerably larger than normal, and prices have ruled lower during the year. There is, however, no over-supply of corn in this market, and normal conditions should rule. St. Louis has become a canned corn center, with a jobbing reputation, owing to the proximity of the corn-packing centers of Illinois and Indiana. The supply of canned California fruits has been small, and assortments hard to make, and our business in these lines necessarily lessened. The same can be said of California dried fruits, except raisins and prunes. Of these, there is more than enough. St. Louis has had a heavy demand for canned salmon throughout the year, and was unable to supply it fully, as the pack of salmon on the coast, was the shortest known in many years. Prices have ruled high.

SUGARS.

Receipts—	Hhds.	Bbls.	Bags.	Shipments—	Hhds.	Bbls.	Bags.
1904.....	...	507,655	656,405		151	379,530	449,155
1903.....	250	430,445	464,545		400	299,824	291,358
1902.....	198	463,910	511,200		118	266,919	316,753
1901.....	253	465,246	534,516		313	288,737	324,008
1900.....	671	498,379	490,190		...	351,217	455,780
1899.....	597	438,735	563,405		30	348,764	555,385
1898.....	728	472,990	570,940		567	342,323	599,917

The receipts of sugar at this point for the year 1904, show a large increase. Part of this is due to the increase in business, and part of it to the speculative

buying. The increase in barrels, is 70,200, and in bags, nearly 200,000. The bag sugar, it should be noted, is practically all beet sugar, indicating the immense growth of the beet sugar industry in the whole country, and also the fact that St. Louis is a beet sugar center. It will be noted, that there were no receipts of sugar in hogsheads, that method of shipping sugar being obsolete. The shipments of sugar from St. Louis, shown by the same table, would indicate that the increased receipts went largely into consumption at once, as the increase is practically the same as in receipts. The outgoing hogsheads of sugar were doubtless of sugar carried over from the year before.

COFFEES.

		Bags.	Pkgs.		Bags and Pkgs.
Receipts—	1904.....	552,860	50,395	Shipments—	766,465
	1903.....	439,145	94,821		617,914
	1902.....	332,255	120,858		523,815
	1901.....	374,675	133,340		503,365
	1900.....	360,871	72,912		554,440
	1899.....	290,700	.....		406,303
	1898.....	274,228	.....		366,163

An increase of 110,000 bags of coffee is shown in the table over the 1903 table. The increase in the shipments is given in "packages," meaning those coffees that were shipped in bags and those that went out in cans, bins and other packages, after roasting. This increase is 150,000 packages over the year before, and it is a tribute to the growth of the coffee-roasting interests of the city, which have attained to immense proportions, making this the second coffee market in the United States. This increase is also 200,000 packages both in receipts, and 250,000 in shipments, over the record of the year 1902. St. Louis coffee houses are reaching territory that is much further away than that reached by the wholesale grocers. Houses in this line maintain agencies for the sale of their roasted proprietary brands, and for bulk roasted goods, in Chicago, Omaha, Denver, in Texas, and even in New York City.

MOLASSES AND SYRUPS.

Receipts—	Bbls.	Kegs.	Shipments—	Bbls.	Kegs.
1904	52,000	.....		158,815	60,358
1903	69,310	.....		158,189	48,860
1902	61,504	325		134,046	38,300
1901	54,990	1,940		133,177	43,832
1900	30,970	680		150,406	48,726
1899	40,698	2,505		178,655	114,862
1898	23,540	1,143		121,853	113,255

There is no way to arrive at even an approximate figure on the syrup and molasses output of St. Louis, because the day of molasses in barrels is gone, never to return. All of the goods in this line, are now put up in cans, of the size to retail at from ten cents to twenty-five and fifty cents each, and the shipments of these goods, put up in cases of one or two dozen, are listed in the railroad figures as "canned goods," a misleading designation, that, however, cannot be avoided. St. Louis has a number of large syrup refining plants,

which put up these goods, and they are immense users of glucose. The usual formula for table syrups, is 70 per cent. of glucose, to 30 per cent. of straight molasses, so that the receipts must inevitably be inextricably confused with the receipts of glucose, which is also heavily shipped in for the candy factories.

RICE.

	Bags and Bbls.		Bags and Bbls.
Receipts—		Shipments—	
1904.....	304,600		347,809
1903.....	225,140		263,194
1902.....	196,575		228,498
1901.....	173,530		142,947
1900.....	119,613		102,634
1899.....	163,105		112,497
1898.....	127,275		87,477

Rice, as has before been stated, has become an immense item in the grocery commerce of St. Louis, and the increased receipts of nearly 80,000 sacks and barrels, prove this. There is also an important increase, 80,000 packages, shown in the shipments. Local consumption cannot, of course, be shown. Domestic rice is largely in use now, and the products of Louisiana and Texas are rapidly taking the place of the imported, which, not very far back, was the sole supply.

TEA.

	Chests.
Receipts—	
1904.....	27,450
1903.....	21,680
1902.....	16,990
1901.....	21,246
1900.....	29,645
1899.....	15,400

The tea trade of St. Louis shows a steady gain, the receipts at this point being 5,800 packages greater than for the previous year. There has been a steady price basis for tea throughout the year, and the demand runs to the higher grades. The advertising that was done at the Louisiana Purchase Exposition of the teas of Ceylon and of India, has largely increased the consumption of those grades. This has not apparently, however, reduced the consumption of China and Japan teas, so that the gain shown, is a net increase, made up largely of Ceylon and India grades.

GENERAL CONDITIONS.

St. Louis grocery interests have been getting closer to a cash basis during the past two or three years, and the old system of long credits has been relegated to the past. Even the south, where once it was the custom to extend credits to three and six months, is now on a thirty-day, one-off-for-cash basis on most lines, and on some—the lines that are cash to the jobber—the retailer is also on a net cash basis. This condition is of great advantage to the jobbing trade, for, when collections are kept up closely, capital is left in hand for greater operations. The consensus of opinion among the wholesalers in St. Louis is, that the year 1905 will be the banner year in the history of the grocery business.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hbds.	Bbls.	Boxes.	Pkgs.	Hbds.	Bbls.	Pkgs.
1904.....	.....	507,635	.....	606,405	161	80	44
1905.....	250	480,445	.....	484,545	400	94	28
1906.....	198	463,910	.....	511,200	118	119	51
1907.....	258	465,246	.....	584,516	318	77	53
1908.....	671	498,379	.....	490,190	.....	117	48
1909.....	697	488,785	.....	563,405	80	74	56
1910.....	729	473,980	.....	670,940	676	128	56
1911.....	1,447	497,986	.....	497,525	681	178	56
1912.....	1,286	448,105	.....	263,919	856	79	21
1913.....	3,137	419,708	.....	851,843	1,780	73	26
1914.....	1,979	453,459	.....	877,840	1,423	131	28
1915.....	2,506	491,985	.....	414,889	2,212	156	264,905
1916.....	1,913	419,016	845	485,121	1,811	524,188	809,985
1917.....	3,085	583,106	.....	670,971	1,651	969,859	261,446
1918.....	2,474	639,289	857	144,407	732	218,292	114,946
1919.....	2,708	646,649	548	853,084	1,159	263,760	249,984
1920.....	30,650	297,923	.....	98,896	3,101	632,739	45,183
1921.....	6,690	816,281	1,589	11,942	615	259,296	1,989
1922.....	32,687	242,075	791	105,590	771	880,849	2,483
1923.....	13,173	297,897	100	1,614	1,621	217,678	2,534

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

		Year.	Pkgs.			Year.	Bbls.
RECEIPTS, TEA	.....	1904.....	27,430	RECEIPTS, GLUCOSE	.....	1904.....	45,415
"	"	.....1905.....	21,680	"	"	.....1905.....	51,050
"	"	.....1906.....	16,990	"	"	.....1906.....	45,120
"	"	.....1907.....	21,248	"	"	.....1907.....	43,489
"	"	.....1908.....	29,845	"	"	.....1908.....	69,109
"	"	.....1909.....	15,400	"	"	.....1909.....	70,580
"	"	.....1910.....	27,193	"	"	.....1910.....	43,980
"	"	.....1911.....	27,113	"	"	.....1911.....	59,220
"	"	.....1912.....	16,157	"	"	.....1912.....	69,971
"	"	.....1913.....	23,567	"	"	.....1913.....	80,010

CURSORY REVIEW OF THE FOREIGN COMMERCE OF ST. LOUIS.

By JAMES ARBUCKLE, Manager Latin-American Club and Foreign Trade Assn.

This Exposition year has offered a fruitful object lesson to our manufacturers, as to what could be done in various parts of the World in selling their products, also as to the best countries wherein to make purchases of staples, for manufacturing.

Much valuable information has been gathered by our manufacturers, as to foreign markets, and new interests have been started, to promote our trade with countries outside of America.

Foreigners visiting here, have been much impressed with our methods and our productions, and a great many goods have been purchased by them.

Relations have been established, which will ripen into close business connections for the future, and we therefore anticipate most beneficial results for our foreign trade interests, from the Exposition year.

AGRICULTURAL EXPORTS.

The products of the farm, with the rapid increase of population, is becoming more and more consumed at home, hence, there is less available for exportation.

WHEAT.

The large deficit in the wheat crop, has raised prices almost above an exporting point, and has allowed other wheat producing countries to compete for European business. Argentine especially, having made a phenomenal increase in yield of wheat in the past few years, has become a potent factor of competition in the European markets against us.

On account of the war in the east, large shipments of American flour were made to Japan, and helped to enhance the price at the beginning of 1904.

CORN.

The crop being large, the exports will be heavy, and make up in a measure, for the reduced exports of wheat.

COTTON.

There has been a phenomenal large yield of this staple, and as the first part of this crop brought a high price, the total will produce figures that will be surprising in this large export staple, although the present figure brings over 15 per cent. per bale less value.

PROVISIONS.

With the war in the east, the shipments of provisions have been very heavy. The packing houses having made large contracts with the belligerents. European markets generally, have also been well supplied with the American product.

The total exports for the calendar year of 1904, amounted to \$1,451,352,745 as compared with 1903, \$1,484,753,089.

The imports surpassed all records, and amounted, in same period, to \$1,035,907,370, as compared with 1903, \$995,494,327.

MANUFACTURED GOODS.

The export of manufactured goods continues to increase in an important manner. The reputation that they have made in all foreign markets as to quality, has given a great impetus to the demand for them, and the increase has been such, as to make up, in a measure, for the decrease in agricultural exports.

American manufacturers are taking more and more interest in foreign markets. The output they are accumulating, requires wider markets to place it, and hence, they are looking abroad.

MEXICO.

With our neighbor, we are doing quite a large trade. The progress in which this trade has grown, is shown in the following statistics:

	Exports from U. S. to Mexico.	Imports into the U. S. from Mexico.
1870	\$ 5,859,700	\$ 2,715,665
1880	7,866,493	7,209,593
1890	13,285,287	22,690,915
1900	34,974,961	28,646,053
1904.....	45,900,748	43,627,155

The principal articles of export from the United States into Mexico, the past few years, have been the following, which, in 1894 and 1904, were as follows:

ARTICLE.	1894.	1904.
Coal (bituminous)	\$ 430,486	\$3,127,636
Steel Rails	6,672	373,986
Builders' Hardware	300,023	782,553
Electrical Machinery .....	.....	564,660
Sewing Machines	151,239	560,695
Locomotives.....	27,076	1,934,521
Mineral Oil (crude)	337,902	663,575
Mineral Oil (refined).....	146,626	217,658
Vegetable Oils	323,795	1,176,996
Paper and manufactures of	120,932	512,033
Parafin	88,283	419,091
Timber	111,534	480,689
Lumber.....	665,254	2,132,033
Furniture	119,074	612,433
Lard	116,198	230,616
Copper Ore.....	.....	910,518
Cotton (raw)	1,391,836	3,332,144
Cotton Cloths.....	309,091	211,824
Cotton Manufactures, other	151,575	520,556
Agricultural Implements	95,409	369,494
Cattle	31,505	341,473
Cars and Carriages	131,839	2,109,573
Scientific Instruments	110,864	553,081

The table which follows, shows the principal articles imported into the United States from Mexico during the fiscal years 1894 and 1904:

ARTICLE.	1894.	1904.
Coffee	\$6,964,034	\$2,222,171
Copper Ore	18,356	1,566,177
Copper Pigs, Bars, etc.....	213,382	11,656,575
Sisal Grass	3,691,178	15,733,245
Hides and Skins	1,438,277	3,171,631
India Rubber and Gutta Percha	33,750	148,921
Lead Ore and Base Bullion	6,463,446	3,371,934
Mahogany.....	360,490	592,475

CORN AND OTHER GRAINS.

The climate of Mexico being so uncertain in its rains, it frequently happens, that both wheat and corn has to be imported into the country when crop failures occur. Corn crops in Yucatan, this past year, were a failure, hence, there was a large export from St. Louis of that staple to the state.

SHOES.

Large quantities of St. Louis shoes are being shipped to all parts of Mexico. Several of our factories employing traveling salesmen, who go over Mexico, as they do in this country, procuring orders by sample. The business has been profitable to those who have pursued it intelligently, and the trade is growing.

HARDWARE.

There has been a large trade in iron goods of all kinds, hardware, cutlery and kindred goods.

Many cheap goods in this line have been shipped into Mexico, but the people seem to have become aware of their shoddy character, and St. Louis houses have made quite a reputation with the character of goods they have sold.

AGRICULTURAL IMPLEMENTS AND MACHINERY.

Our St. Louis houses in this line have had a good trade with Mexico. The planters of Mexico are awakening to the advantages of American labor-saving machinery, and the improved methods of farming which it brings.

With the close daily freight connections with Mexico, the trade with St. Louis ought to increase steadily. The Mexican people seem to regard St. Louis as especially friendly to them.

CUBA.

The trade with Cuba has been somewhat restricted with the advance in wheat. St. Louis flour is the largest item of import in that island. Oats, bran and corn, are also a large item of trade with St. Louis.

Some of our shoe factories have sold some of their product in Cuba, but the trade does not seem to grow. Spain makes very cheap shoes, and ships large quantities to the Antilles.

Considerable plumbing goods have been sold from St. Louis, and also large quantities of our beer.

Cuban tobacco is being brought to this city in considerable amounts, to be used in the manufacture of cigars.

CENTRAL AMERICA.

Some of our dry goods and shoe people are extending their trade down through the Central American States. The large fruit imports made from there, has served to open up relations with those business communities, and makes a reciprocal and profitable trade.

The disturbed conditions existing for the past two or three years in the northern countries of South America, Columbia, Venezuela, etc., has prevented much trade, except in flour.

St. Louis shipped about 10,000 bags of flour to Colombia during the past year.

The usual amount of imports has been made from Europe, plus what was brought for Exposition purposes, most of which brought a ready sale here.

ST. LOUIS MUNICIPAL AFFAIRS.

For the fiscal year ending April 11th, 1904. From the Report of
JAMES Y. PLAYER, Comptroller.

CONDITION OF THE TREASURY.

The balance in the treasury at the end of the fiscal year, April 11th, 1904, was \$7,423,195.96. To this amount is to be added, for uncollected special tax bills for the opening, sprinkling, and changing grades of streets, maintaining boulevards, and for money advanced out of the treasury, to pay judgment granted by the Circuit Court, \$291,451.49, making the total resources of the treasury \$7,714,647.45. To be charged against this amount, is the balance standing to the credit of special funds and accounts, aggregating \$4,534,566.75. After deducting this amount from the resources of the Treasury, an unappropriated surplus of \$3,180,080.70 remains, belonging to the respective revenue funds, as follows:

Interest and Public Debt Revenue	\$ 406,977.66
Municipal Revenue	674,174.76
Water Works Revenue	2,020,882.43
Harbor Fund	78,595.85
	<hr/>
	\$3,180,080.70

REVENUE AND APPROPRIATIONS.

The resources of the revenue funds for the fiscal year ending April 11th, 1904, including unappropriated balances, April 13th, 1903, were as follows:

Interest and Public Debt Revenue	\$1,947,628.56
Municipal Revenue	8,577,106.10
Water Works Revenue	3,646,137.69
Harbor Fund	135,567.14
	<hr/>
	\$14,306,439.49

BONDED DEBT.

At the close of the fiscal year, ending April 13th, 1903, the bonded debt, including five million dollars of 3.25 per cent. twenty-year gold bonds, issued in aid of the St. Louis World's Fair celebrating the Louisiana Purchase Centennial, was \$23,786,278.30. In April, 1903, the City purchased and canceled \$197,000 of World's Fair Bonds, reducing the bonded debt at the close of the fiscal year, ending April 11th, 1904, to \$23,539,278.30. The annual interest charges on the entire bonded debt during the year just closed, amounted to \$928,656.78, an average rate of 3.91 per cent.

SINKING FUND.

Under the provisions of Section 2, Article XIV, of the Charter, \$1,200,000 must be annually applied exclusively to the payment of interest on the bonded debt outstanding on the seventh day of April, 1890, and for sinking fund purposes, for the redemption and purchase of bonds outstanding on that date.

Ordinance 20,641, authorizing the issue of five million dollars of bonds in aid of the St. Louis World's Fair celebrating the Louisiana Purchase Centennial, requires the levying of a tax sufficient to pay the interest on the bonds, and sufficient, also, to provide a specific amount annually, for sinking fund purposes, to be applied only to the redemption of this particular issue of bonds.

At the close of the fiscal year ending April 13th, 1903, the balance in the sinking fund established under the provisions of the Charter, for the redemption and purchase of bonds outstanding on the seventh day of April, 1890, was \$1,075,456.57. To this should be added, the sum of \$421,590.72, set apart for sinking fund purposes for the year just closed, making a balance to the credit of Sinking Fund Account, April 11th, 1904, of \$1,497,047.29.

During the past fiscal year, there was purchased, out of the appropriations set apart for sinking fund purposes, for the purchase and redemption of World's Fair bonds, \$197,000 of bonds, at ninety-seven flat, or \$191,090, which left a balance at the close of the fiscal year, of \$510 to the credit of the sinking fund provided for the redemption and purchase of World's Fair bonds.

TAXATION.

The assessed valuation of real and personal property, for the taxes of 1904, is \$428,510,340, of which, \$343,625,760 is assessed as the valuations of real estate, and \$84,884,580 as the value of personal property.

The State Board of Equalization assessed the value of railroad, bridge, telegraph, express, and street railroad property, for the year 1903, at \$28,041,042. There is no doubt that the assessment for taxes of 1904, will exceed the previous assessment by at least two million dollars.

The rates of taxation for 1904, on the \$100 valuation, are as follows:

	1904
For payment of debt and Interest (bonds outstanding April 7, 1890) ..	\$0.12
For interest and sinking fund, World's Fair bonds .....	.10
For general Municipal purposes	1.21
	<hr/>
Total City	\$1.43
For public library .....	.04
	<hr/>
Total	\$1.47

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. ALBERT O. ALLEN,

STATE AUDITOR, JANUARY 7, 1905.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1904 taxes.....	\$1,153,152,419 00
Railroad, Bridge and Telegraph property, including street railroad property for 1904 taxes.....	131,142,152 00
Merchants and Manufacturers, valuation for 1904 taxes (Esti- mated).....	93,701,631 00
Total	<u>\$1,377,996,202 00</u>

Balance in Treasury, December 31, 1903.....	\$ 1,833,785 53
Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1904.....	5,212,530 46
Disbursements during the year 1904, for all purposes.....	4,929,752 35
Balance in Treasury December 31, 1904	<u>2,116,563 64</u>

STATE DEBT, JANUARY 1, 1905.

There is no State bonded debt. The last of the State bonds were called in and paid off February 23, 1903.

The State debt January 1, 1905, consisted of the following described

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.....	\$2,900,000 00
School certificates, 5 per cent.....	250,000 00
	<u>\$3,150,000 00</u>
Seminary certificates, 6 per cent.....	\$ 122,000 00
Seminary certificates, 5 per cent.....	1,117,839 42
	<u>\$1,239,839 42</u>
Total School and Seminary fund certificates.....	\$4,389,839 42

MINING INDUSTRIES OF MISSOURI.

By J. W. MARSTELLER, Secretary Bureau of Mines.

The preliminary estimates of our mine products for the year 1904, indicate a very healthy and prosperous condition. In fact, there has been a gratifying increase, not only in the production, but in the prices received for the output, in all branches excepting coal, as hereafter referred to. The estimate for the year, is as follows:

ESTIMATE.

Zinc ores, all grades, including silicates,	240,000 tons	.....\$ 8,515,200
Lead ores, all grades, including drybone,	140,502 tons	..... 7,178,630
Coal, all grades,	4,000,000 tons	..... 6,400,000
		<hr/>
		\$22,093,830
Add nickel, cobalt, copper, iron ore, baryta, tripoli and fire		
clays		633,400
Building stone, cement and lime		3,500,000
		<hr/>
		\$26,227,230

Zinc ores show, as compared with the preceding year, an increase of 58,782,000 pounds in output, and \$2.19 per ton in average price. The ore has fluctuated in price from \$36.00 per ton, at the beginning of the year, to \$53.00 per ton at its close, for high-grade ores. The highest price received for best grades, during the first quarter of the year, was \$40.00 per ton, for the second quarter \$39.50, for the third quarter \$40.00, and the last quarter \$53 00.

The prices received for the ore sold on the 60 per cent. assay basis, ranged for the first quarter, between \$32.25 and \$35.12 per ton, the second quarter, \$32.70 to \$34.00, the third quarter, \$34.00 to \$36.00, and for the last quarter, from \$42.00 to \$45.50 per ton. The average price received for all grades, including silicate, during the first quarter, was \$33.28 per ton, second quarter, \$32.66, third quarter, \$35.00, and the last quarter, \$40.34, with an average throughout the year, of \$35.48.

The year has proven the banner year in zinc ore production, as well as in the value of the product. Clearly, the fact has been proven within the last few months, that Missouri zinc ores are in greater demand than can be met with our present supply. At this date, January 17, 1905, the price of zinc ore has reached a figure 100 per cent. in excess of all past experience, from 1873 to 1905, with but four exceptions. The extraordinary price of \$58.00 per ton having been reached last week, this, together with the fact, that the ever increasing demand and new uses to which this metal is being constantly applied, furnishes the brightest possible future for this great industry.

LEAD ORES.

Lead ores show an increase in production of 23,404,000 pounds, and an increase in the prices received for the ores. The opportunities for arriving at the price received for our Southeast Missouri lead ores, in advance of our annual report, are not so good as is the case with Southwest Missouri, where the prices are published weekly, on actual sales. In furnishing the prices which obtained for the several quarters of the year, our figures are confined to the Southwest.

The highest price received for lead ore during the first quarter, was \$60.50 per ton, with an average for the period, embracing all grades, of \$55.68, second quarter highest price, \$59.00, with an average of \$54.20; the third quarter, \$54.00, average, \$52.06; the last quarter, \$62.00, average, \$56.00.

As with zinc ore, the beginning of the current year shows a further increase in the price of lead ore, as it is now being sold at \$63.00 per ton. The demand, and the prices, in connection with our vast mineral fields, and the facilities for mining and milling the ore, tell the story of our possibilities, and point, in no uncertain way, to a continuance of the prosperity that has so persistently followed this industry in our State.

COAL.

Coal shows a falling off compared with the previous year, with no apparent cause growing out of local conditions, to justify such result. In casting about for a cause, several reasons have been suggested. Among others, it is claimed, that our coal trade, as well as that of other bituminous coal producing States, was unduly stimulated by the prolonged strike in the anthracite regions, in that it created an unnatural demand for the soft coals. Then again, it is claimed, that last year, and prior to the assembling of the operators and miners for the annual meeting, at which prices and other matters are agreed upon between them, to last one and two years, as the case may be, the operators, we understand, were suspicious of a strike as a result of their contemplated meeting. With this in view, coal was stored away in great quantity. This stocking of the coal, associated with a weak demand, it is thought, had much to do with the falling off in our trade. This result is very general throughout the bituminous districts, in fact, the coal production of the United States shows a falling off as compared with the year previous. Our mines are so well-equipped and developed, that at least one-third more coal could be furnished than we are now producing. They are in excellent condition, and well managed. The inspection of the State, has been of that nature that our record, in the matter of fatal accidents, is the best. The fatalities per 1000 employes, for the last decade, in the United States, shows an average of 2.94, while that of this State, shows 1.67.

Another way of measuring accidents, is by the number of tons of coal mined for each life lost. We mined 400,000 tons of coal in 1904, per life lost.

No serious strikes have occurred, and very few of any nature.

POPULATION OF ST. LOUIS.

AREA 63½ SQUARE MILES.

1890	4,928	1896	204,224
1892	5,000	1870—United States Census	210,887
1893	5,303	1880—" " "	250,525
1893	5,307	1885—Estimated	408,000
1895	5,316	1895—" " "	450,000
1897	12,000	1890—United States Census	451,772
1840	15,400	1900—United States Census	575,228
1844	24,140	1901—Estimated	600,000
1850	74,439	1902—Estimated	621,000
1853	94,000	1904—Estimated	790,000
1856	120,200		
1859	183,587		

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1895		\$ 57,035,524	2.76%	....
1896		105,245,210	2.00	....
1897		112,207,600	2.95	....
1898		116,582,140	2.95	....
1899		120,823,480	2.85	....
1870		147,000,000	....	....
1871		158,272,420	2.80	....
1872		189,829,870	2.72	....
1873		189,278,050	2.76	....
1874		172,100,270	2.20.5	....
1875	121,141,030	190,000,000	2.45.5	....
1876	122,785,450	180,441,110	2.43.5	....
1877	148,412,750	151,345,500	2.00	....
1878	140,976,640	172,820,980	2.00	1.25
1879	126,071,670	162,212,920	2.00	1.25
1880	125,224,200	160,423,000	2.00	1.25
1881	120,827,470	167,264,220	2.00	1.25
1882	161,679,250	191,046,450	2.25	1.22
1883	163,472,080	192,568,640	2.55	1.20
1884	178,806,080	210,124,270	2.25	1.20
1885	177,857,240	207,910,350	2.55	1.20
1886	187,201,540	218,271,200	2.55	1.20
1887	184,815,500	217,142,220	2.50	1.20
1888		227,700,000	2.20	1.70
1889		220,328,810	2.20	1.60
1890		242,827,820	2.20	1.60
1891		255,112,690	2.20	1.60
1892		224,518,650	2.05	1.60
1893		227,826,420	2.05	1.67
1894		215,202,600	2.05	1.67
1895		220,426,640	2.05	1.67
1896		245,940,150	2.05	1.67
1897		244,749,700	2.05	1.67
1898		260,516,680	2.05	1.67
1899		274,569,480	1.95	1.57
1900		280,772,200	1.95	1.57
1901		294,722,700	1.95	1.90
1902		412,046,800	1.95	1.95
1903		442,865,580	2.15	2.15
1904		458,912,610	2.12	2.12

City Assessment \$429,000,500
 Board of Equalization for Railroads, Bridges, Telegraph, Express and
 Street Railroad Property 2,125,110
 Total \$431,125,610
 City Tax, 21.47; State, 12; School, 55c. \$3.12

BUILDING IMPROVEMENTS.**STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE CITY OF ST. LOUIS DURING THE YEAR 1903 AND 1904.**

Prepared by JAMES A. SMITH, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

1903.			1904.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January.....	260	\$ 581,212	January.....	265	\$ 848,235
February.....	304	800,069	February.....	327	907,480
March.....	377	2,023,899	March.....	580	1,617,809
April.....	401	2,892,470	April.....	538	1,181,688
May.....	383	803,580	May.....	555	864,212
June.....	369	747,680	June.....	528	1,190,549
July.....	426	1,471,806	July.....	469	994,871
August.....	448	741,904	August.....	606	1,487,086
September..	529	923,874	September....	609	1,575,089
October.....	592	1,659,133	October.....	654	1,451,195
November..	396	635,619	November....	584	1,355,982
December...	317	1,263,184	December....	295	651,566
Totals.....	4,802	\$ 14,544,430	Totals.....	5,960	\$14,075,794

BUILDING PERMITS ISSUED FOR TWENTY-TWO YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1904.....	2,654	3,306	5,960	\$14,075,794
1903.....	2,177	2,625	4,802	14,544,430
1902.....	2,266	2,286	4,552	12,854,085
1901.....	1,898	1,824	3,722	12,207,991
1900.....	1,890	1,193	3,083	8,916,984
1899.....	1,539	961	2,500	8,249,665
1898.....	1,861	796	2,657	7,833,899
1897.....	2,549	771	3,320	9,471,640
1896.....	2,843	686	3,529	10,084,908
1895.....	2,862	780	3,642	14,881,060
1894.....	2,977	876	3,853	11,844,700
1893.....	2,743	1,089	3,832	12,857,657
1892.....	3,496	1,236	4,732	16,978,978
1891.....	2,978	1,489	4,467	13,259,950
1890.....	2,665	1,329	3,994	13,652,700
1889.....	2,453	1,091	3,544	9,765,700
1888.....	2,145	841	2,986	8,029,501
1887.....	1,842	648	2,490	8,162,914
1886.....	1,733	491	2,224	7,030,819
1885.....	2,160	510	2,670	7,376,519
1884.....	1,939	620	2,559	7,316,685
1883.....	1,861	520	2,381	7,123,878

Permits for 1904 covered 1,561 new brick buildings and 1,093 alterations and additions to brick buildings; also for 2,525 new frame buildings and 781 additions and repairs on frame buildings.

ST. LOUIS WEATHER FOR THE YEAR 1904.

By EDWARD H. BOWIE, Local Forecaster, United States Weather Bureau.

The mean temperature at St. Louis, Missouri, for the year 1904, was 54.4 degrees, or 2.8 degrees below the normal of thirty-one years, and the lowest annual mean temperature since 1875. The temperature of the winter months was below normal, the greatest deficiency, 3.9 degrees, occurring in January. The spring months, with the exception of March, were also colder than normal, the greater deficiency, 7.2 degrees, being recorded in April. The summer months averaged about three degrees below their normal temperature. The temperature of the autumnal months was slightly above the seasonal normal, the greatest excess being 3.6 degrees in November.

The precipitation was above normal during January, March, June, August and September, and below during the remainder of the year; the greatest excess was 4.41 inches in March, and the largest deficiency, 2.30 inches in November. The total snowfall (unmelted) was 27.7 inches, and the annual rainfall was 33.71 inches, or 3.40 inches below normal, and practically the same as that of 1903.

The total wind movement for the year, was 96,364 miles, or an average of 11 miles per hour. The prevailing wind was from the south, and the maximum velocity was 62 miles per hour, from the southwest, on February 7th.

The total number of clear days was 157; partly cloudy, 105; cloudy, 104; days with rain (0.01 of an inch or more), 104; with snow, 14; with hail, 2; with fog, 5; with thunderstorms, 56.

RECORD BY MONTHS.

JANUARY.

The mean temperature for January, was 27.8°, or 3.9° below normal. The highest temperature for the month, was 58°, on the 20th, and the lowest, 6° below zero on the 26th; the absolute range, 64°; greatest daily, 28° on the 7th. The total precipitation was 3.15 inches, or 0.93 of an inch above normal. Snow occurred on the 2nd, 11th, 12th, 22nd, 25th, 26th, and 31st, the total snowfall being 14.3 inches. The prevailing wind was from the northwest, and the maximum velocity was 36 miles per hour, from the northwest, on the 31st. There were 17 clear, 3 partly cloudy, 11 cloudy, and 11 rainy days (days with rain or snow) during the month.

FEBRUARY.

The mean temperature for February, was 30.8°, or 3.6° below normal. The highest temperature during the month, was 69°, on the 7th, and the

lowest, 2°, on the 1st. The absolute range in temperature for the month, was 67°; greatest daily range, 47°, on the 7th. The total precipitation was 0.84 of an inch, or 2.03 inches below normal. Appreciable snow occurred on the 21st only, the total amount for the month being 2.5 inches. A thunderstorm occurred on the 29th. The prevailing wind was from the northeast, and the maximum velocity was 62 miles per hour, from the southwest, on the 7th, which was also the maximum wind velocity for the year. There were 11 clear, 5 partly cloudy, 13 cloudy, and 5 rainy or snowy days during the month.

MARCH.

March was slightly warmer than usual, the mean temperature being 44.9°, or 1.0° above normal. The highest temperature was 79° on the 31st, and the lowest, 22° on the 3rd. The absolute range was 57°; greatest daily range, 46°, on the 3rd. The total precipitation was 7.87 inches, or 4.41 inches above normal. No appreciable snow occurred during the month, the total fall being only a trace. Thunderstorms occurred on the 2nd, 3rd, 21st, 22nd, 24th, 25th, 30th and 31st. The prevailing wind was from the southeast, and the maximum velocity was 51 miles per hour, from the north, on the 3rd. There were 6 clear, 10 partly cloudy, 15 cloudy, and 12 rainy days during the month.

APRIL.

The mean temperature for April was 49.2°, or 7.2° below normal, and the lowest mean temperature for the month since 1874. The highest temperature for the month, was 79°, on the 23rd, and the lowest, 28°, on the 20th; the absolute range was 51°; greatest daily range, 27°, on the 18th. The total precipitation was 3.25 inches, or 0.17 of an inch below normal. Five and one-half inches of snow occurred on the 20th, breaking all previous 24 hour snowfall records for April, for this station. The prevailing wind was from the southeast, and the maximum velocity was 60 miles per hour, from the southwest, on the 8th. There were 13 clear, 9 partly cloudy, 8 cloudy, and 11 rainy or snowy days during the month. The river began to rise on the 23rd, reaching danger-line (30.0 feet) on the 26th, and the maximum stage for the month and year, 33.6 feet, on the 30th.

MAY.

The mean temperature for May, was 65.1°, or 1.3° below normal. The highest temperature was 90°, on the 24th, and the lowest, 47°, on the 15th. The absolute range was 43°; greatest daily range, 29°, on the 24th. The total rainfall was 2.88 inches, or 1.42 inches below normal. Thunderstorms occurred on the 6th, 9th, 18th, 23rd, 24th, 26th and 29th. The prevailing wind was from the south, and the maximum velocity was 39 miles per hour from the south on the 25th. There were 11 clear, 13 partly cloudy, 7 cloudy, and 15 rainy days during the month. The river began to fall on the 1st, and had passed below danger line by the morning of the 6th.

JUNE.

The mean temperature for June, was 72.3°, or 2.8° below normal. The maximum temperature was 86°, on the 23rd, and the minimum, 59°, on the

27th. The absolute range was 27° ; greatest daily range, 21° , on the 15th. The total rainfall was 4.64 inches, or 0.02 above normal. Thunderstorms occurred on the 2nd, 3rd, 15th, 18th, 20th, 29th and 30th. The prevailing wind was from the northeast, and the maximum velocity, 36 miles per hour, from the southwest, on the 4th. There were 9 clear, 14 partly cloudy, 7 cloudy and 10 rainy days during the month.

JULY.

The mean temperature for July, was 76.0° , or 3.4° below normal. The maximum temperature was 93° , on the 16th, and the minimum, 59° , on the 2nd. The absolute range was 34° ; greatest daily range, 27° , on the 11th. The total rainfall was 3.09 inches, or 0.48 of an inch below normal. Thunderstorms occurred on the 3rd, 4th, 5th, 7th, 8th, 11th, 14th, 15th, 19th, 20th, 26th and 27th. The prevailing wind was from the southwest, and the maximum velocity was 55 miles per hour, from the west, on the 11th. There were 13 clear, 10 partly cloudy, 8 cloudy, and 9 rainy days during the month.

AUGUST.

The mean temperature for the month, was 74.4° , or 3.1° below normal; the maximum was 92° , on the 13th, and the minimum, 57° , on the 8th. The absolute range was 35° , and the greatest daily range, 23° , on the 24th. The total rainfall was 2.62 inches, or 0.18 of an inch above normal. The prevailing wind was from the northeast, and the maximum velocity was 50 miles per hour, from the west, on the 19th. Thunderstorms occurred on the 4th, 10th, 14th, 15th, 18th, 19th, and 20th. There were 13 clear, 11 partly cloudy, 7 cloudy, and 10 rainy days during the month.

SEPTEMBER.

The mean temperature for September, was 71.0° , or 0.8° above normal; the maximum was 89° , on the 28th, and the minimum, 50° , on the 21st. The greatest daily range was 27° , on the 16th; absolute range, 39° . The total rainfall for the month, was 2.97 inches, or 0.12 of an inch above normal. Thunderstorms occurred on the 2nd, 13th, 18th, 19th, 20th, 24th, 26th and 27th. The prevailing wind was from the south, and the maximum velocity was 28 miles per hour, from the north, on the 14th. There were 16 clear, 6 partly cloudy, 8 cloudy, and 10 rainy days during the month. The first light frost of the season occurred on the 15th.

OCTOBER.

The mean temperature for October, was 58.7° , or practically normal; the maximum temperature was 84° , on the 10th, and the minimum, 36° , on the 26th. The absolute range was 48° , and the greatest daily range was 26° , on the 30th. The total precipitation was 0.50 of an inch, or 1.69 inches below normal. A thunderstorm occurred on the 5th. The prevailing wind was from the south, and the maximum velocity was 43 miles per hour, from the northwest, on the 21st. There were 20 clear, 9 partly cloudy, 2 cloudy, and 3 rainy days during the month. The first heavy frost of the season occurred on the 23rd, and the first killing frost on the 26th.

NOVEMBER.

The mean temperature for November was 48.2°, or 3.6° above normal; the maximum temperature was 71°, on the 3rd, and the minimum 14°, on the 18th. The absolute range was 57°; the greatest daily range was 30°, on the 28th. The total precipitation was 0.54 of an inch, or 2.30 inches below normal, and the driest month since the establishment of the station, in 1870. There were no thunderstorms during the month. The prevailing wind was from the northwest, and the maximum velocity was 33 miles per hour, from the south on the 28th. There were 17 clear, 9 partly cloudy, 4 cloudy, and 2 rainy days during the month.

DECEMBER.

The mean temperature for December, was 34.7°, or 1.2° below normal; the maximum temperature was 64°, on the 22nd, and the lowest, 3°, on the 28th; the absolute range was 61°; the greatest daily range was 48°, on the 27th. The total precipitation was 1.36 inches, or 0.90 of an inch below normal. The first snow of the season occurred on the 11th, and the total fall for the month, was 5.4 inches; snow occurred on the 11th, 12th, 16th, 17th, and 27th. The lowest stage of the river for the year occurred on the 31st, when it reached zero on the gauge (low water mark of 1863). The prevailing wind was from the northeast, and the maximum velocity, 42 miles per hour, from the west, on the 27th. There were 11 clear, 6 partly cloudy, 14 cloudy, and 9 rainy days during the month.

NORMAL CLIMATIC CONDITIONS AT ST. LOUIS, MO.

Extreme and average climatic condition for each month of the year, compiled from the Weather Bureau records of the last 34 years:

MONTH.	TEMPERATURE			PERC'TGE.		Precipitation in inches.	NUMBER OF DAYS.				Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.			Partly Cloudy.	Cloudy.	With Precipitation	
January	74	-22	32	78	52	2.22	11	10	10	9	N. W.
February	78	-16	34	72	54	2.87	9	9	10	10	N. W.
March	86	8	44	69	56	3.46	9	11	11	11	N. W.
April	91	22	56	68	50	3.42	10	11	9	10	S. E.
May	94	32	66	67	50	4.80	11	12	8	12	S.
June	102	44	75	69	48	4.62	10	14	6	12	S.
July	107	56	79	67	48	3.57	18	18	5	9	S.
August	106	52	78	67	39	2.44	14	12	5	8	S.
September	102	37	70	67	38	2.86	15	10	5	7	S.
October	91	24	59	68	36	2.19	16	9	6	7	S.
November	82	5	45	69	51	2.84	10	10	10	9	S.
December	74	-17	36	78	57	2.26	9	10	12	10	S.
Normals and Extremes.	107	-22	56	68	48	37.04	187	181	97	114	S.

— Indicates below zero. Maximum temperature 107 degrees July 24th, 1901. Minimum temperature 22 degrees below zero January 5th, 1884. Absolute range 129 degrees.

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1904.

TAKEN FROM THE RECORDS OF THE U. S. WEATHER BUREAU,
LOCAL OFFICE.

DAY OF MONTH	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	.07	T	.....	.26	.....	.....	T	T	.....	.80	.....	.....
2.....	.16	.....	.....	.....	.....	1.84	.....	.....	.08	.....	.....	T
3.....	.....	.....	.88	.....	.....	.22	.....	.....	.....	.....	.....	.....
4.....	.....	.....	.....	.....	.....	.....	.74	.18	.....	.....	.....	.....
5.....	.....	T	.....	.08	.15	.....	.05	.....	.....	T	.....	.....
6.....	.....	T	.88	.17	.02	.....	T	.....	.....	.....	.....	.....
7.....	.....	.01	.01	T	.18	.....	.....	.....	.....	.....	.....	.....
8.....	.....	.....	.....	.56	.48	.....	.89	.....	.....	.....	.....	.....
9.....	T	T	.....	.02	T	.....	.07	.....	.....	.....	.24	.38
10.....	.05	T	.02	.....	.01	.....	.....	.02	.....	.16	.80	.03
11.....	.04	.....	.....	.....	.....	.....	.55	.....	.....	.....	.....	.15
12.....	.11	.....	.....	T	.....	.....	.....	.....	.....	.....	.....	.12
13.....	T	.....	T	.28	.02	.....	.....	.....	.07	.....	.....	.....
14.....	.....	.....	T	T	.....	.....	.....	.10	.26	.....	.....	.....
15.....	.....	.....	.....	.....	.....	.29	1.15	.08	.....	.....	.....	.....
16.....	.....	.....	.....	.....	.40	.12	.....	T	.....	.....	.....	.13
17.....	.....	.08	.94	.....	.07	.....	.....	.....	.....	.....	.....	.07
18.....	.....	.13	.....	.....	.07	.82	.....	.16	.83	.....	.....	T
19.....	T	.....	.....	.....	.....	.....	.03	.57	1.07	.....	.....	.....
20.....	.01	.05	.20	.64	.....	.41	.10	1.03	.16	T	.....	.....
21.....	1.78	.57	.16	.....	.....	.20	.....	.08	.....	T	.....	.....
22.....	.29	.....	.10	.08	.15	.....	.....	.87	.....	.....	.....	.....
23.....	T	.....	.....	.01	.10	.....	.....	.....	.....	T	.....	.23
24.....	T	.....	T	.74	.08	.48	.....	.....	.50	T	.....	.01
25.....	.52	.....	8.58	.27	.....	.....	.....	T	.19	.04	.....	T
26.....	.15	.....	T	.47	.11	T	.01	.....	.09	.....	.....	T
27.....	.....	.....	.....	.....	.....	.22	T	.....	.22	.....	.....	.23
28.....	.....	T	.....	.....	.....	T	T	.....	.....	.....	.....	T
29.....	.....	T	T	.....	.59	T	.....	T	.....	.....	.....	.....
30.....	.....	.....	.25	.....	.55	T	.....	T	T	.....	.....	.....
31.....	.02	.....	1.17	.....	.....	.....	.....	.03	.....	.....	.....	.....
Total.....	8.15	0.84	7.87	8.25	2.88	4.64	8.09	2.62	2.97	0.50	0.54	1.36
Departure.....	+0.93	-2.03	+4.41	-0.17	-1.42	+0.02	-0.48	+0.18	+0.12	-1.69	-2.80	-0.90

+Excess. -Deficiency. T indicates precipitation too small to measure.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1904.

THE CITY OF ST. LOUIS.																																
DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	<div>71.1 41.1 51.1</div>
January...Max. ...Min.	51 29	29 7	14 0	24 12	34 17	38 24	51 28	47 34	48 34	44 32	32 27	34 30	33 14	36 28	47 28	46 25	40 24	40 25	57 32	58 51	55 32	52 22	24 15	30 10	10 1	7 -6	24 1	26 10	18 8	42 17	40 21	35.8 19.8
February...Max. ...Min.	26 2	41 11	30 10	35 4	53 35	68 46	69 22	29 17	31 22	26 17	26 10	29 13	53 25	46 21	21 13	20 8	30 17	30 13	27 13	31 18	33 29	38 19	61 33	43 37	37 30	52 30	63 47	63 47	61 39	... ...	... ...	39.6 22.1
March...Max. ...Min.	53 37	69 41	68 22	41 25	50 33	46 38	56 36	50 34	60 37	62 40	49 33	48 35	36 29	35 28	37 27	51 31	49 38	47 36	60 41	45 37	76 44	75 44	61 39	70 48	59 32	33 27	36 24	53 45	66 46	79 58	53.9 35.9	
April...Max. ...Min.	65 46	54 38	45 34	53 35	53 43	59 44	62 49	57 34	41 34	53 34	60 44	48 38	52 37	51 36	62 36	44 31	54 33	68 41	52 39	46 28	51 32	69 48	79 53	71 53	65 43	51 39	59 40	62 44	88 51	73 54	... ...	57.7 40.7
May...Max. ...Min.	71 56	68 52	74 54	76 57	73 60	76 67	74 62	74 54	67 50	72 50	79 55	80 62	71 52	61 48	70 47	60 50	53 48	67 50	71 52	78 56	82 63	82 64	84 67	90 61	86 73	78 58	72 56	78 59	71 63	67 61	74 56	73.5 56.7
June...Max. ...Min.	77 61	76 65	82 64	78 68	82 69	74 64	82 61	76 64	77 61	79 63	80 62	82 64	86 63	81 68	86 65	76 64	81 63	76 67	82 67	81 63	79 66	81 66	86 63	84 70	86 73	76 67	68 59	71 60	82 63	80 64	... ...	79.6 65.0
July...Max. ...Min.	76 68	72 59	83 63	83 69	81 67	88 69	83 66	82 60	86 67	84 73	88 61	82 68	84 66	92 71	87 64	96 75	92 76	90 76	89 73	84 72	84 70	82 63	76 62	77 61	82 67	76 69	82 66	83 65	85 71	88 78	84.0 67.9	
August...Max. ...Min.	84 75	82 66	88 65	87 65	83 66	83 66	79 68	75 57	84 63	78 67	81 60	89 69	92 74	90 68	84 63	84 73	88 69	79 70	84 66	87 71	88 69	74 62	78 59	87 64	86 63	74 58	75 59	52 62	82 66	84 67	81 69	82.8 66.1
September...Max. ...Min.	88 72	81 71	77 66	73 62	80 62	80 61	79 65	78 61	84 64	89 63	82 60	75 55	87 60	63 54	68 50	82 55	85 64	87 63	75 63	77 56	65 50	70 51	81 60	78 63	82 62	86 70	87 72	89 74	86 74	77 64	... ...	79.7 62.3
October...Max. ...Min.	64 55	72 58	72 57	76 57	70 55	59 46	66 42	82 57	83 66	84 69	70 60	67 52	65 49	62 47	69 43	76 50	77 56	78 51	73 51	60 48	60 46	54 41	57 36	68 47	52 44	61 36	54 38	64 40	67 45	69 43	69 48	67.7 49.7
November...Max. ...Min.	70 48	68 49	65 49	67 53	59 44	56 38	70 42	56 43	45 39	45 38	43 33	44 30	43 32	49 32	53 35	63 42	65 44	72 47	72 57	63 46	56 40	62 43	67 48	51 36	48 36	43 29	37 27	60 30	59 37	42 26	... ...	56.6 39.7
December...Max. ...Min.	61 38	51 28	36 26	35 22	42 29	45 29	53 33	55 40	49 32	36 25	35 27	31 15	27 11	27 16	29 14	33 23	34 25	40 24	34 19	44 32	42 29	64 37	57 41	42 34	40 33	60 40	56 38	16 3	43 12	54 27	64 39	43.2 26.2

CUSTOM HOUSE TRANSACTIONS, 1904.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1904, showing foreign value and duty paid.

CHAS. F. GALLENKAMP,
Surveyor of Customs.

COMMODITIES.	Value	Duty.
Art Works.....	\$ 11,419 00	\$ 2,084 65
Books and Printed Matter.....	14,802 00	8,700 50
Brushes.....	5,625 00	2,250 00
Burlaps and Bagging.....	500,018 00	185,591 28
Chemicals and Drugs.....	808,108 00	89,839 80
China and Earthenware.....	123,868 00	70,911 10
Outlery.....	61,821 00	84,582 64
Fire Arms.....	13,654 00	7,086 85
Fish.....	173,282 00	25,692 68
Free Goods.....	801,869 00	.....
Glassware.....	26,687 00	15,628 80
Glass, Window and Plate.....	269,099 00	82,804 99
Hops.....	814,803 00	68,196 72
Jewelry and Precious Stones.....	19,842 00	11,561 05
Manufactures, Cork.....	187,182 00	88,716 59
" Cotton.....	744,812 00	424,264 84
" Flax.....	220,644 00	108,692 80
" Leather.....	98,034 00	44,819 84
" Metal.....	58,933 00	25,619 74
" Paper.....	47,525 00	18,802 42
" Silk.....	143,080 00	88,076 80
" Wood.....	12,994 00	4,562 74
" Wool.....	87,202 00	80,267 08
Marble and Stone.....	25,717 00	18,848 87
Miscellaneous.....	349,845 00	137,817 77
Oil Cloths.....	63,696 00	85,900 29
Paints and Colors.....	8,657 00	2,499 80
Rice, Granulated.....	29,084 00	5,405 98
Spirituos Liquors.....	77,043 00	78,084 61
Straw Matting.....	105,876 00	49,305 88
Tobacco and Cigars.....	101,801 00	158,420 99
Toys.....	14,740 00	5,159 00
Wines, Sparkling.....	118,991 00	63,213 84
Wines, Still.....	126,555 00	44,898 65
Wire.....	168,066 00	71,752 49
Collections from all other sources.....	.....	72,669 81
Total, 1904.....	\$5,831,726 00	\$2,051,592 80
Total, 1903.....	5,671,495 00	2,164,371 08

CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1904.—CHAS. F. GALLenkAMP, SURVEYOR.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1903.....	\$218,512 00	\$157,758 02	.....	.....
January, 1904.....	85,566 00	11,809 17	\$ 75,671 00	\$ 52,119 97
February, "	87,588 00	28,912 56	87,598 00	29,084 55
March, "	28,468 00	17,504 48	52,140 00	24,780 87
April, "	67,271 00	85,682 88	55,587 00	31,887 66
May, "	84,659 00	87,926 54	85,009 00	24,898 22
June, "	74,569 00	48,024 87	81,871 00	25,991 18
July, "	88,280 00	37,034 48	25,750 00	22,276 58
August, "	86,948 00	80,551 78	29,548 00	26,942 01
September, "	80,954 00	25,061 78	85,887 00	28,962 25
October, "	86,894 00	88,804 80	40,848 00	84,728 46
November, "	47,880 00	87,642 84	89,289 00	80,628 81
December, "	88,646 00	48,588 97	47,189 00	80,227 88
TOTALS.....	\$778,125 00	\$549,877 17	\$485,027 00	\$357,492 94
In Warehouse Dec. 31, 1904.....	.....	.....	288,098 00	191,894 28

Statement of Commodities, exported in bond from the Port of St. Louis during the year ending December 31, 1904.

CHAS. F. GALLenkAMP,
Surveyor of Customs.

COMMODITIES.	Gallons.	Pounds.	Value.
Beer.....	559,160	.....	\$385,191
Burlaps.....	8,548,637	212,905
Dry Plates.....	698,187	108,226
Steel Wire Rope.....	975,027	98,062
Tobacco	75,810	28,205
Ammonia.....	64,272	16,060
Malt	220,760	4,960
Lithographs.....	6,952	8,266
Mang. Dioxide.....	89,282	257
TOTAL.....	559,160	5,628,957	\$797,182

STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS POSTOFFICE DURING 1902, 1903 AND 1904.

FRANK WYMAN, Postmaster.

REVENUES.

	Receipts.	Expenditures.
1904.....	\$3,568,991.98	\$1,886,982.39
1903.....	8,111,490.59	1,630,697.06
1902.....	2,736,768.05	1,390,574.82
Increase in receipts.....		\$ 457,501.84
Increase in net revenue		201,266.01

DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN ST. LOUIS.

		Increase.
Total pounds handled in 1904.....	48,980,169	7,801,826
Total pounds handled in 1903..	41,628,843	
Total pounds handled in 1902.....	34,733,882	
Total number pieces outgoing handled in 1904 ..	365,369,036	60,461,875
Total number pieces outgoing handled in 1903...	304,907,161	
Total number pieces outgoing handled in 1902...	282,821,446	

RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.

Total pounds, 1904.....	9,780,399	Total pieces handled, 1904..	126,798,802
Total pounds, 1903.....	7,883,716	Total pieces handled, 1903..	108,807,130
Total pounds, 1902.....	7,131,521	Total pieces handled, 1902..	101,530,509

MAIL MATTER COLLECTED AND DELIVERED BY CITY DELIVERY.

Total pounds, 1904.....	25,691,039	Total pieces, 1904.....	488,129,741
Total pounds, 1903.....	24,565,784	Total pieces, 1903.....	466,749,896
Total pounds, 1902.....	23,816,173	Total pieces, 1902	452,507,287

LOCAL DROP MAIL.

	1904. Pounds.	1904. Pieces.	1903. Pounds.	1903. Pieces.	1902. Pounds.	1902. Pieces.
Letters	944,497	37,779,880	969,158	58,149,480	907,101	54,526,060
Cards.....	40,665	6,209,725	39,270	6,872,250	37,536	6,591,900
Circulars.....	158,745	6,349,800	178,297	7,131,880	152,110	6,084,400
Second Class....	248,161	2,729,771	278,900	3,067,900	276,710	3,043,810
Third Class.....	414,432	8,288,640	348,905	6,978,100	320,944	6,418,880

RECEIPTS AND DISPATCH OF REGISTERED MAIL.

Total number, 1904.....	4,722,778
Total number, 1903.....	4,010,669
Total number, 1902.....	3,520,990

ISSUING AND PAYMENT OF MONEY ORDERS.

	Number.	Amount.
1904.....	1,789,586	\$13,766,048.35
1903.....	1,406,489	11,073,684.06
1902.....	1,212,491	9,603,590.21

U. S. INTERNAL REVENUE COLLECTIONS

IN THE FIRST DISTRICT OF MISSOURI.

BENJ. WESTHUS, Collector.

	1899.	1900.	1901.	1902.	1903.	1904.
<i>Lists (penalties, etc.)</i>	\$ 98,963 35	\$ 160,739 11	\$ 183,473 83	\$ 144,945 84	\$ 73,181 18	\$ 11,481 07
<i>Spirits Stamps</i>	685,729 77	168,895 18	190,993 89	48,500 21	45,195 81	48,393 51
<i>Tobacco Stamps</i>	8,000,783 63	9,515,395 13	8,895,843 33	6,485,305 24	4,852,525 71	3,080,846 01
<i>Cigar and Cigarette Stamps</i>	281,672 46	210,167 14	192,623 07	173,553 87	187,159 98	192,243 98
<i>Snuff Stamps</i>	2,002 56	1,788 12	1,574 19	849 35	635 76	630 06
<i>Beer Stamps</i>	3,885,760 87	4,293,181 76	4,302,891 02	3,423,974 65	2,826,874 72	3,949,951 77
<i>Special Tax Stamps</i>	176,871 29	177,609 16	185,497 10	167,613 92	169,670 50	172,623 00
<i>Playing Cards</i>	9 08	4 14	2 43	5 50	2 20	16 34
<i>Mixed Flour</i>	164 03	99 00	62 00	75 00	118 01	167 58
<i>Documentary Stamps</i>	928,504 95	935,893 63	494,911 23	127,703 30	3,999 61	40 00
<i>Proprietary Stamps</i>	216,000 26	219,801 59	122,706 72	12,435 41	.....	.....
<i>Oleomargarine</i>.....	.....	.....	.....	5,615 10	15,199 80	12,516 84
Total	\$14,376,461 24	\$15,676,543 96	\$14,490,053 84	\$10,588,877 39	\$ 8,174,563 22	\$ 7,468,915 16

THE CITY OF ST. LOUIS.

FIRE RECORD FOR 1904.

As Reported by Underwriter's Salvage Corps.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses to Companies.	Insurance.	Losses to Companies.
January	\$ 638,183 50	\$ 20,498 27	\$ 594,558 68	\$ 52,661 78
February	575,961 07	84,510 99	591,916 68	58,780 41
March.....	188,811 65	7,785 42	209,622 20	14,404 58
April	568,850 00	21,159 94	814,874 40	21,741 99
May	744,080 88	22,452 19	499,928 00	57,820 28
June	818,598 84	92,864 96	144,547 27	11,647 81
July.....	809,198 69	19,765 97	69,998 07	25,474 28
August.....	888,609 55	61,994 51	254,705 94	69,108 98
September.....	502,480 35	48,018 92	689,789 64	178,197 87
October.....	286,075 00	60,805 87	805,967 92	85,944 98
November.....	608,062 69	19,842 12	191,201 97	62,624 12
December.....	682,780 00	28,688 24	247,491 70	48,974 51
Total	\$5,485,622 17	\$827,969 60	\$4,064,145 67	\$826,275 87

FIRES FOR WHICH NO ALARMS WERE GIVEN.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses to Com'ns	Insurance.	Losses to Com'ns
January	\$ 145,650 00	\$ 819 90	\$ 60,760 00	\$ 2,277 78
February.....	91,200 00	688 75	84,474 50	944 99
March	77,950 00	458 27	25,500 00	880 22
April	77,560 00	1,893 14	22,850 00	411 40
May	84,175 00	922 00	25,625 08	674 00
June	64,125 50	598 50	84,768 00	942 70
July	78,445 00	650 65	48,250 00	578 00
August	66,842 50	888 87	15,600 00	269 92
September	62,842 00	602 12	24,429 90	839 85
October.....	80,610 00	1,285 58	8,900 00	742 12
November.....	50,100 00	501 95	20,628 75	242 85
December.....	57,105 00	899 11	85,208 00	994 58
Total	\$ 884,105 00	\$ 8,165 84	\$ 856,498 08	\$ 9,166 86

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS DURING A NUMBER OF YEARS.

YEAR.	No. of fires and Alarms.	As In I.		
1896.....	1485	7,545,353 64	2,100,616 60	27.84
1897.....	1513	4,206,065 28	1,194,106 01	28.38
1898.....	1640	5,181,017 00	779,678 97	15.06
1899.....	1968	6,454,861 68	981,860 74	15.36
1900.....	1965	11,590,261 12	2,246,980 61	19.40
1901.....	2094	9,277,860 09	1,148,628 26	12.52
1902.....	2478	9,017,908 97	929,159 54	10.20
1903.....	2049	10,589,995 26	1,855,028 10	17.54
1904.....	2872	23,960,542 56	2,705,427 87	11.30
1905.....	2076	10,605,929 87	1,501,754.50	14.16
1906.....	8056	9,842,771 50	1,172,101 68	11.90
1907.....	2642	10,710,884 72	971,476 67	9.07

RAILROAD TRANSPORTATION.

By E. S. TOMPKINS, Commissioner, St. Louis Traffic Bureau.

The construction of new mileage in the United States in 1904, shows a falling off of about 25 per cent. compared with 1903. Missouri leads the other States, with 372 miles of new line, and the Southwest continues ahead of all other sections in railway building, with 1,243 miles, with the Gulf and Mississippi Valley States next in line, with 678 miles of new track.

The extension of the great railway systems in the territory tributary to St. Louis, is of vast importance to this market, and the territory south and west of this city will continue to be the center of greater activity in railway construction for years to come, opening up new country, and pushing to a rapid development, a vast territory, that will, in the not distant future, be the wonder of the world in manufacturing as well as in agriculture.

The Southwest to-day, offers greater rewards to the investor, than any other section in this country, and, although it has been making giant strides in the last five years, there is a period of greater development to come.

In, and around St. Louis, there have been more new lines constructed in the past year, than ever before. The completion of the Chicago, Rock Island & Pacific Railway, to Kansas City, gives us a direct connection with that System, comprising 7,500 miles, gridironing the Southwest, West and Northwest.

The Frisco have finished their road to Memphis, giving us another line into the rich and productive St. Francis Valley, as well as a direct line through Memphis to Birmingham and the Southeast, and, via Cape Girardeau, to their lines leading Southwest from that point, into Southern Missouri. They have also completed the St. Louis extension of their Chicago & Eastern Illinois Division, which gives us a new short line to Chicago, as well as opening up new territory, with improved service to points on the Chicago & Eastern Illinois Railroad.

The Burlington built a new line from Old Monroe to Mexico, Missouri, and entered into a joint arrangement with the Chicago & Alton, which gives both of these lines a shorter route between St. Louis and Kansas City.

The year 1905 gives promise of renewed activity in railroad construction, as a result of improved business conditions, which will consist, principally, in extensions and feeders, needed to develop new territory, and bring the trunk lines up to their full earning capacity.

TERMINAL FACILITIES.

The rail tonnage of St. Louis for 1904, was more than again as large as it was eight years ago, and the facilities for handling this tonnage, have not been

improved sufficiently to prevent congestion, which has resulted in great financial loss to our shippers, and, no doubt, to the railroads as well.

The record made by the Terminal Association in the handling of the heavy passenger traffic during the World's Fair, goes to prove that it is not so much the movement of cars and trains, as the unloading and distribution, as well as the assembling and loading of the large tonnage handled in the city each year, that creates this congestion.

Statement of Freight Cars interchanged, and Passenger Cars handled, in and out of Union Station, for six months, ending December 31st, 1904, compared with same period last year:

	1904	1903	Increase
Freight Cars Interchanged.....	902,121	788,971	113,150
Passenger Cars Handled.....	379,060	221,890	157,170

Freight handled at World's Fair Grounds during 1904: Received, 15,112 Cars, or 302,240 Tons. Shipped, 12,000 Tons.

This condition may be remedied by the location of depots for the handling of package freight, convenient to the wholesale districts, and the location of factories along the new Belt Lines, far removed from the down-town congestion.

St. Louis will have to face, within a short time, the problem of relieving the congestion in the streets in the down-town section. Other cities have secured relief by putting the passenger underground, or upon an elevated structure, but the objections to either of these plans are so many, and so well-known, that it would seem advisable, to permit the pedestrian and passenger to continue to occupy the streets, and to put the heavy hauling underground.

If the terminal Association would put a branch of the present tunnel out Washington Avenue to Fourteenth Street, and locate an underground freight station at Twelfth Street, with truckways leading to the wholesale houses in that section, it would take all of the heavy teaming from the streets, and, in addition, enable them to deliver shipments up to 6 P. M., and they would not then be forced to leave their freight in wagons and on the sidewalks over night during the busy season, on account of not being able to get it to the freight stations of the various lines before the closing hour.

Another underground station could be located east of Fourth Street, some place between Washington and Clark Avenues, into which tracks could be run from both the surface and elevated tracks on the levee. This station could be connected by small tunnels, with the jobbing and manufacturing plants in the center of the city, and the operation of electric trams in these tunnels, would provide the means for delivery and forwarding of freight into the buildings direct. This would prove more economical for all concerned, than the present methods, which are both expensive and cumbersome.

In this section of the town, there is more than enough space to handle ten times the present business, providing facilities are furnished for the receiving and forwarding of the necessary amount of tonnage required for the conduct of the general business. An arrangement of this kind would greatly simplify matters, as freight could be received and forwarded from these depots, over

any of the lines reaching St. Louis, whereas, at the present time, shippers' teams must visit over fifteen depots, in widely separated parts of St. Louis and East St. Louis.

The removing of the heavy-hauling teams from the down-town streets, would lessen the noise, remove much of the dirt, and reduce the cost of cleaning the streets, and the expense of keeping up the pavements, and would result in a great saving, both to the shipper and the municipality.

Granite block pavement could then give way to smooth roadways of asphalt, and the increase in the value of real estate in this section, would more than pay for the expense of such improvements. The problem is, perhaps, of much easier solution in St. Louis, than in any other large market in this country.

At present, sixty-five per cent. of the industries which are the principal handlers of carload business, are located in one section of this city, and this location is such, that a large part of their tonnage must be handled over tracks which are also used for handling of package freight, where the normal condition is more or less one of congestion.

New industries, instead of being induced to locate in this district, should have the advantage pointed out to them of locating their plants in other portions of the city, and along the belt lines, that they may get away from the congested districts, and be in a position where their cars will not have to be handled through the city, but can be taken by the belt lines to the outside distributing yards of the various railroads.

The live stock shipments have been separated from the other tonnage, and, I do not believe, have suffered to any great extent, even when the congestion had paralyzed other lines of trade in this city, and it would seem advisable, that the grain and hay should be kept separate from the coal and other raw products for the manufacturers, which, in turn, should be kept out of the districts where there is a heavy movement of package freight.

St. Louis is an interesting example of terminal improvements, but these improvements are not completed, and must continue in giant strides, if they are to keep up with the growth and progress of new St. Louis.

The railroads have turned from lessening grades and curves, to improvements and enlargement of terminals, as they have found, through experience, that the effective power of the large systems to move freight, is limited by their terminals.

STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH
RAILROAD AND RIVER, FOR THREE YEARS.

ROUTE.	1904.	1903.	1902.
Chicago & Alton R. R. (Mo Div.).....	267,902	252,491	153,049
Missouri Pacific R. R.....	1,822,470	1,833,429	1,887,697
St. Louis & San Francisco R. R.	808,868	648,785	611,999
Wabash Railway (West).....	767,585	717,956	605,641
Chicago, Rock Island & Pacific R. R.....	249,689	215,918	180,786
Missouri, Kansas & Texas R. R.....	420,188	895,910	452,288
St. Louis-Southwestern Ry.....	220,178	126,471	128,286
St. Louis, Iron Mountain & Southern R. R.....	2,341,864	2,307,955	1,028,861
Chicago & Eastern Illinois R. R.....	88,500	.....	.....
Illinois Central R. R.....	1,867,312	1,885,888	2,186,099
Louisville & Nashville R. R.....	1,894,578	1,252,772	1,036,985
Mobile & Ohio R. R.....	1,796,127	1,581,489	1,296,047
Southern R. R.....	2,184,648	1,292,944	872,929
Baltimore & Ohio Southwestern R. R.....	1,022,474	1,185,825	1,185,408
Chicago, Alton & St. Louis R. R. (Main Line)...	499,890	589,116	594,416
Cleveland, Cincinnati, Chicago & St. Louis R. R	608,617	676,182	688,788
Terre Haute & Indianapolis R. R. (Vandalia Line).....	1,049,293	999,402	1,080,522
Wabash Railroad (East).....	998,028	992,019	1,086,859
Toledo, St. Louis & Western R. R	482,745	479,956	442,592
Chicago, Peoria & St. Louis R. R.....	1,026,408	1,111,658	928,555
Chicago, Burlington & Quincy R. R.....	451,181	892,818	890,505
St. Louis, Keokuk & Northwestern R. R.....	1,261,452	1,186,972	989,026
St. Louis, Troy & Eastern R. R.....	1,085,068	1,018,514	768,592
St. Louis, Belleville & Suburban Ry, (Electric)..	859,586	274,446	169,209
St. Louis & O'Fallon R. R. (Electric).....	871,382	240,980	66,568
St. Louis, Belleville & Southern R. R.....	87,003	27,117	89,787
Upper Mississippi River.....	25,405	82,705	88,005
Lower Mississippi River.....	182,585	160,085	248,905
Illinois River.....	9,480	12,085	18,525
Missouri River.....	2,685	1,415	6,080
Ohio River.....	102,400	111,485	59,890
Cumberland and Tennessee Rivers.....	18,920	18,085	19,690
Upper Mississippi River by Rafts.....	3,945	4,700	80,875
Total in Tons	23,615,241	21,920,818	18,477,729
Total by Rail.....	23,819,871	21,590,408	18,060,809
Total by River.....	295,370	330,410	416,920

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR THREE YEARS.

ROUTE.	1904.	1903.	1902.
Chicago & Alton R. R. (Mo. Div.).....	235,558	236,622	161,166
Missouri Pacific R. R.....	1,845,172	1,174,856	1,020,184
St. Louis & San Francisco R. R.....	1,529,301	1,525,513	1,035,011
Wabash Railway (West)	274,411	477,252	588,855
Chicago, Rock Island & Pacific R. R.....	149,430	122,681	82,747
Missouri, Kansas & Texas R. R.....	264,289	302,972	369,984
St. Louis Southwestern Ry.....	104,047	72,120	74,199
St. Louis, Iron Mountain & Southern R. R.....	1,587,992	1,806,448	799,854
Chicago & Eastern Illinois R. R.....	80,727	.....	.....
Illinois Central R. R.....	841,868	876,000	776,188
Louisville & Nashville R. R.....	786,964	528,860	442,208
Mobile & Ohio R. R.....	1,154,988	998,859	548,617
Southern R. R.....	1,182,288	628,080	872,551
Baltimore & Ohio Southwestern R. R.....	290,088	275,168	839,596
Chicago, Alton & St. Louis R. R. (Main Line).....	402,602	396,426	578,445
Cleveland, Cincinnati, Chicago & St. Louis R. R.....	575,808	521,044	399,674
Terre Haute & Indianapolis R. R. (Vandalia).....	498,145	484,978	427,799
Wabash Railway (East).....	878,270	792,584	908,602
Toledo, St. Louis & Western R. R	558,699	389,162	470,186
Chicago, Peoria & St. Louis R. R	478,146	492,754	422,080
Chicago, Burlington & Quincy R. R.....	410,859	496,765	550,696
St. Louis, Keokuk & Northwestern R. R.....	662,902	827,585	617,562
Upper Mississippi River.....	21,775	44,855	28,180
Lower Mississippi River.....	46,820	146,498	174,517
Illinois River.....	5,605	8,825	10,445
Missouri River.....	2,620	2,845	4,840
Ohio River.....	6,245	.....	.....
Cumberland and Tennessee Rivers.....		9,684	11,384
Total in Tons.....	13,818,759	18,188,880	11,259,848
Total by Rail.....	18,781,194	12,971,178	11,085,586
Total by River.....	82,565	212,207	224,262

LOCAL AND THROUGH TONNAGE.

	1903.		1904.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local	14,959,887	68.25	16,176,998	68.51
Total tons freight received, through	6,960,976	81.75	7,438,248	81.49
Tons freight received by rail, local.....	14,619,427	67.74	15,881,628	68.10
Tons freight received by rail, through	6,960,976	82.26	7,438,248	81.90
Tons freight, excluding coal, received by rail, local.....	9,260,486	59.76	9,468,220	57.68
Tons freight, excluding coal, received by rail, through.....	6,288,222	40.24	6,958,919	42.87

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1904. Tons.	1903. Tons.	1902. Tons.	1901. Tons,
Baltimore & Ohio S. W. R. R.....	615,516	679,411	682,275	608,485
Chicago, Alton & St. L. "	1,732	47,998	28,542	100,692
C. C., C. & St. Louis "	187,240	216,930	160,638	258,914
Vandalia "	626,151	580,085	509,619	421,549
Illinois Central "	982,959	985,811	1,061,585	922,279
Wabash "	184,800	188,078	188,198	100,862
Louisville & Nashville "	670,538	798,107	594,745	554,752
Southern "	1,114,243	822,284	646,996	731,223
Mobile & Ohio "	173,205	209,840	885,884	293,672
Toledo, St. L. & Western "	57,941	50,974	49,014	40,218
Chicago, Peoria & St. L. "	898,875	889,893	412,218	406,029
St. Louis & O'Fallon "	871,882	240,980	66,264	.....
St. L., I. M. & So. " (Ill. Div.) ..	40,768	6,217	3,480	.....
St. L., Belleville & So. "	37,008	27,117	89,787	37,568
St. L., Troy & Eastern "	1,078,848	1,010,094	755,340	435,053
St. L., Belleville & Sub. "	859,586	274,446	169,209	1,472
From Ohio River	101,200	107,680	58,500	52,515
Total Tons.....	6,998,982	6,584,785	5,706,794	4,955,228

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1890.....	124,835 tons.	1895.....	207,784 tons.	1900.....	180,550 tons.
1891.....	189,050 "	1896.....	218,955 "	1901.....	200,797 "
1892.....	187,327 "	1897.....	172,983 "	1902.....	60,944 "
1893.....	178,653 "	1898.....	225,606 "	1903.....	165,920 "
1894.....	186,494 "	1899.....	292,118 "	1904.....	155,097 "

Receipts of Anthracite Coal in 1899:	261,471 tons local;	80,647 tons through.
" " " 1900:	159,208 "	21,842 "
" " " 1901:	193,678 "	7,124 "
" " " 1902:	58,849 "	2,595 "
" " " 1903:	152,765 "	18,155 "
" " " 1904:	148,095 "	7,002 "

Receipts of Ooke, 1900,	158,858 tons.	Receipts of Coke, 1903,	205,465 tons.
" " 1901,	212,608 "	" " 1904,	171,162 "
" " 1902,	168,600 "		

BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES
FOR 1904.
AND COMPARISON WITH PREVIOUS YEARS.

AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1904,
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	108,896	1,608,551	2,108,551
" " By Wagon.....	.....	500,000	.....
Merchants' Bridge.....	64,976	.....	988,218
The Wiggins Ferry.....	58,895	1,286,795	1,666,769
" " By Wagon.....	.....	429,974	.....
The Carondelet Ferry	18,177	.....	419,086
The Interstate Car Transfer.....	15,796	.....	889,614
The Madison County Ferry.....	.....	.....	64,500
Total tons West to East during 1904.....	.....	.....	5,526,745
" " " " 1903.....	.....	.....	5,868,462
" " " " 1902.....	.....	.....	5,680,756
" " " " 1901.....	.....	.....	5,877,208
" " " " 1900.....	.....	.....	5,425,044
" " " " 1899.....	.....	.....	4,814,186
" " " " 1906.....	.....	.....	4,159,809
" " " " 1897.....	.....	.....	3,643,187
" " " " 1896.....	.....	.....	2,984,450
" " " " 1895.....	.....	.....	2,825,077
" " " " 1894.....	.....	.....	2,690,222

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	165,728	8,870,674	4,620,674
" " By Wagon.....	750,000	.....
Merchants' Bridge.....	56,785	.....	1,880,962
The Wiggins Ferry.....	92,157	2,211,768	2,887,200
" " By Wagon.....	675,482	.....
The Carondelet Ferry.....	18,118	.....	486,824
The Interstate Car Transfer.....	5,854	.....	189,204
The Madison County Ferry.....	57,400
The St. Clair Ferry Co.....	20,000
Total Tons East to West during 1904.....	9,541,764
" " " " 1908.....	9,588,096
" " " " 1902.....	8,943,159
" " " " 1901.....	7,988,560
" " " " 1900.....	6,415,096
" " " " 1899.....	6,659,621
" " " " 1896.....	6,984,583
" " " " 1897.....	5,446,074
" " " " 1896.....	5,086,966
" " " " 1895.....	5,627,882
" " " " 1894.....	4,873,742
Total both Ways 1904	15,068,509
" " " " 1908.....	14,906,558
" " " " 1902.....	14,573,924
" " " " 1901.....	13,810,768
" " " " 1900.....	11,840,140
" " " " 1899.....	11,478,757
" " " " 1896.....	10,144,842
" " " " 1897.....	9,069,261
" " " " 1896.....	8,081,416
" " " " 1895.....	8,452,959
" " " " 1894.....	7,563,964

PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST ST. LOUIS TO NEW YORK, DURING 1904.

DATE.	Meats. Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to May 1st.....	85	28	46	80
May 2nd to December 4th.....	85	20½	41	80
December 5th to December 31st.....	85	28	46	80

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 8 cents lower than New York.
Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 8 cents lower than New York rates.
Meats to Boston 8 cents higher, to Philadelphia 2 cents and Baltimore 8 cents lower than New York.

CLASS RATES.

	1		3	4	5	6
To New York.....	87	75½	58	40½	35	29
To Boston.....	94	81½	68	44½	38	31
To Philadelphia.....	85	78½	56	38½	33	27
To Baltimore.....	84	72½	55	37½	32	26

Rate on Grain from St. Louis Elevators 1 cent per 100 lbs. more than East St. Louis rates.
Rates on other heavy freight from St. Louis 1½ to 5 cents per 100 lbs. more than East St. Louis rates.

ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS TO SOUTHERN CITIES DURING 1904.

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel, C. L.....	22	34	
Pork per barrel, C. L.....	55	82	82
Grain per 100 lbs., any quantity.....	12	20	20
Meat packed, per 100 lbs., C. L.....	18	30	30
Meat loose, per 100 lbs., C. L.....	18	30	30
Hay per 100 lbs., C. L.....	12	20	20

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs.		Per 100 lbs.
1904.....	21.57 cts.	1894.....	24.73 cts.
1903.....	21.25 "	1893.....	28.50 "
1902.....	20.63 "	1892 On Grain.....	26.62 "
1901.....	19.83 "	1891 On Wheat.....	29 "
1900.....	19.38 "	1891 On Corn.....	28½ "
1899 On Grain (except Corn).....	21.95 "	1890 On Wheat.....	27½ "
1899 On Corn.....	20 7-10 "	1890 On Corn.....	28½ "
1898 On Corn.....	20½ "	1889 Except Corn.....	28½ "
1897 On Corn for Export.....	17½ "	1889 On Corn.....	26 "
1897 On Grain.....	23-26 "	1888.....	29½ "
1896.....	23 "	1887.....	32 2-15 "
1895.....	23.57 "	1886.....	29 "

THE RIVERS.

There was a very considerable river traffic during the year, especially in passengers, a number of boats being engaged exclusively in bringing passengers to the great World's Fair. The local inspectors of steamers report that 2,526,527 passengers were carried to and from St. Louis by river during 1904. The tonnage handled was less than usual, there being no export grain for New Orleans, and only five trips by steamers to that port. Steamboat traffic in the upper river was above the average, while the number of rafts was less. A good business was done to Memphis, and also to way-points between St. Louis and Cairo. The tonnage handled for the past three years, compares as follows:

	1902	1903	1904
Tons received by steamboats and barges . . .	386,045	335,710	291,425
Tons received by rafts	30,875	4,700	3,945
Tons shipped by steamboats and barges . . .	224,262	212,207	82,565
Total	641,182	552,617	377,935

There was a good stage of water in the upper river during the entire season, and also in the lower river, from the opening of navigation, February 24th, until about the middle of November. The highest water was on April 30th, 33 feet, 6 inches above the gauge, and the lowest on December 31st, when zero on the gauge was reached. There were no departures southward after December 16th, from which time, navigation was practically suspended, by ice.

Captain D. M. Connors, General Agent of the Lee Line of Steamers, running southward, to Memphis, reports the business of that line, as follows:

"I will say that our freight and passenger business has been very satisfactory this year. We had three steamers running between St. Louis and Memphis, from August 29th to the close of navigation, and handled, on an average, 750 tons of freight each week, out of St. Louis. Our up-stream business was light, owing to the scarcity of wheat and lumber in our territory. Passenger business was very satisfactory, both up and down-stream."

Mr. Isaac P. Lusk, General Freight and Passenger Agent of the Diamond Jo Line, gives the following statement of the traffic of the upper river:

"The passenger and freight traffic of the upper Mississippi River for 1904, was very satisfactory to the owners of steamboats. The passenger business from St. Paul and upper Mississippi River points, to St. Louis, was the heaviest probably, ever known, or at least, for a good many years, or since the advent of railroads running parallel with the river. This, of course, is attributed to the travel to the Louisiana Purchase Exposition.

"The Diamond Jo Line had three steamers in commission between St. Louis and St. Paul, and one steamer between St. Louis and Keokuk, Iowa. Two other independent steamers, the Louisiana and the Purchase, made a few trips between St. Louis and St. Paul, carrying passengers only. There was a

remarkably good stage of water during the entire season of navigation. The local packets, at upper river points, all report having had a fair season's business. The rafting of lumber and logs was comparatively light."

Business on the Tennessee River was very satisfactory, as the following report of Mr. John E. Massengale, Traffic Manager of the St. Louis and Tennessee River Packet Company, will show:

"I again take the liberty of giving you a synopsis of our Tennessee River business for the year 1904, just closing, as compared with other years, and its direct bearings on St. Louis, and its trade. The people in that section, covering part of the States of Kentucky, Tennessee, Mississippi and Alabama, enjoyed, this year, the best crops of corn, cotton, peanuts, and tobacco, that they have made in several years past, hence, they are prosperous, and are large shippers and buyers. Our steamers brought to St. Louis this year, about nine million feet of lumber, two hundred thousand bushels of peanuts, five thousand bales of cotton, and a large amount of produce, this being about one-fifth of the amount handled by us, except lumber. We have handled, from St. Louis to the States named, and delivered to the different landings served by the boats of this Company, about twenty thousand tons of groceries, dry goods and boots and shoes, this also being about one-fifth of the amount we have handled from all other points, and we believe a little more vigorous effort on the part of our merchants, would secure a much larger amount of the trade, both to and from the river, for St. Louis.

"We have built two new steamers this year, one large one for the St. Louis trade, the small one for the Paducah trade, now operating nine, and believe, if our exchanges and merchants would render us their aid (consistent) in the river and harbor bill, and cover the territory that we serve, very closely, much better results would be obtained for 1905, largely in their interests."

There was a fair business, both by Illinois and Missouri River boats.

STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1904.

"DIAMOND JO" LINE.

Steamer Sidney,	Upper Mississippi River.
" St. Paul,	" " "
" Dubuque,	" " "
" Quincy,	" " "

EAGLE PACKET COMPANY.

Steamer Spread Eagle,	Upper Mississippi River.
" Bald Eagle,	Illinois River.
" Grey Eagle,	Lower Mississippi River.
" Cape Girardeau,	" " "
" Josie,	" " "
" Eagle,	" " "

LEE LINE.

Steamer Rees Lee,	Lower Mississippi River.
" Stacker Lee,	" " "
" Peters Lee,	" " "
" Ferd Herold,	" " "

ST. LOUIS & TENNESSEE RIVER PACKET COMPANY.

Steamer City of Savannah,	Tennessee River.
" City of Memphis,	" "
" Chester,	Lower Mississippi River.

ST. LOUIS & CALHOUN PACKET COMPANY.

Steamer Belle of Calhoun,	Upper Mississippi River.
" India Givens,	" " "

M. W. WARREN COAL COMPANY TOW BOATS.

Steamer Exporter,	Ohio River.
" Harry Brown,	" "
" Fred Hartweg,	" "
" J. B. Finley,	" "

ST. LOUIS & MISSISSIPPI VALLEY TRANSPORTATION COMPANY.

Steamer S. H. H. Clark,	Lower Mississippi River.
" H. M. Hoxie,	" " "

CITY BOATS.

Steamer Mark Twain,	St. Louis Harbor,
" Louisiana,	Chesly Island.

INDEPENDENT PACKETS AND TOWBOATS.

Steamer New Haven,	Missouri River.
" J. M. Richtman,	Lower Mississippi River.
" Dolphin, 3,	" " "
" Barrett,	" " "
" Harry Ried,	Upper Mississippi River.
" Margaret,	" " "
" Nick Sauer,	" " "
" H. C. Haarstick,	Lower Mississippi River.
" Chalmette,	" " "
" William McClellan,	" " "
" Jessie,	Upper Mississippi River.
" Parker,	Lower Mississippi River.
" Wash Honshall,	" " "
" Kennedy,	Missouri River.
" Conquest,	Lower Mississippi River.
" Beaver,	" " "
" Corwin H. Spencer,	" " "
" Lora,	Upper Mississippi River.

Steamer Russell Lord,	Lower Mississippi River.
" Henry Harley,	Tennessee River.
" Fulton,	Lower Mississippi River.
" Fred Nilles,	" " "
" Eva Alma,	Upper Mississippi River.
" Blanch,	" " "
" Niagara,	Illinois River.
" Helen Blair,	Upper Mississippi River.
" Tenbroeck,	Lower Mississippi River.
" Winona,	Upper Mississippi River.

PLEASURE BOATS.

Steamer R. C. Gunter,	Steamer City of Providence.
" Corwin H. Spencer,	" Scow Koplar,
" Little Joker,	" J. S.
" Louisiana,	" Pastime,
" Palmetto,	" Greenland,
" Roamer,	" Clara,
" Celeste,	" Elk,
" Morance,	" Gallardo,
" Purchase,	" Cherub,
" Vernon, Jr.,	" Mary,
" Dewey,	" Vernie Swain,
" Argand,	" Chas. B. Pearce,
" J. H. Kirby,	" Valena,
" Grace Velie,	" Tri-City,
" City of Joseph,	" Swain,
" Uncle Sam,	" Outing,
" J. F. Fartunar,	" Daisy Memphis,
" Wanderer,	" Chaperon,
" Daisy,	" Zeyero,
" Lyda,	" Everglander,
" Summer Girl,	" Hazel M.,
" Sisana,	" Josephine,
" Cruiser,	" Sea Foam,
" Blanch Langsham,	" Caro.
" Annie Russell,	

UNITED STATES BOATS.

Steamer Lily,	Steamer J. B. McPherson,
" Colonel Mckenzie,	" Mississippi,
" General Casey,	" Illinois,
" H. G. Wright,	" Venus,
" William R. King,	" General Abbott,
" Titan,	" Search,
" Oleander,	" Monitor Nashville.
" Torpedo Destroyer Lawrence,	

DEPTH OF CHANNEL SOUTHWARD IN 1904.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Masters' and Pilots' Association, was as follows:

ST. LOUIS TO CAIRO.

Navigation closed during January and February 1904, up to February 28th, when it opened.	J1	0 15.....	12 ft.
February 28 to 29.....average 8 ft.	J1	0 31.....	10½ "
March 1 to 15....." 8 "	A	1 to 15.....	8 "
March 15 to 25....." 12 "	A	5 to 31.....	9 "
March 25 to May 10 no report of soundings made on account of high water.	B1	er 1 to 15.....	7 "
Minimum, St. Louis gauge.....20 ft.	B1	er 15 to 30.....	6½ "
Maximum, ".....23 "	O	1 to 15.....	8 "
May 15 to 20.....15 "	O	15 to 31.....	9 "
May 20 to 30.....10 "	N	er 1 to 15.....	9 "
June 1 to 15.....14 "	N	er 15 to 30.....	8 "
June 15 to 30.....15 "	D	er very low; reached .3 ft. on the gauge, and still falling on the 31st.	
		Navigation closed on or about the 20th of December.	

CAIRO TO NEW ORLEANS.

During the months of January, February, March and April, 1904, no boats out of this port for New Orleans; hence no soundings reported.	August 1 to 15.....average, 7 ft.
May 1 to 15.....average, 13 ft.	August 15 to 31....." 8 "
May 15 to 30....." 15 "	September 1 to 15....." 6 "
June 1 to 15....." 17½ "	September 15 to 30....." 8 "
June 15 to 30....." 1 "	October 1 to 15....." 8 "
July 1 to 15....." 1 "	October 15 to 30....." 6½ "
July 15 to 31....." 16 "	December 1 to 10....." 9 "
	December 10 to 20....." 11 "
	No report after 20th of December.

The city directrix is 33.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1826, and is 412.731 feet above mean tide water of the Gulf of Mexico at Biloxi.

For the past forty seasons navigation southward has been suspended by ice as follows:

Winter	umber 15th to January 15th.....	37 days
"	umber 26th to February 24.....	28 "
"	ury 8th to February 18th	40 "
"	Winter.	
"	umber 31st to December 28th	7 "
"	umber 31st to January 23d.....	23 "
"	umber 1st to 18th, and from January 26th to Feb. 24th....	43 "
"	umber 29th to January 20th.....	51 "
"	Winter.	
"	umber 20th to February 27th.....	58 "
"	Winter.	
"	umber 8th to February 6th	58 "
"	Winter.	
"	umber 16th to January 26th and February 14th to 17th....	65 "
"	umber 17th to December 31st inclusive	15 "
"	18 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to	
"	.....	78 "
"	Winter.	
"	7 to 23, and from Jan. 1 to Feb. 13.....	59 "
"	13 to Feb. 5.....	49 "
"	19th to 26th, and 25 days in January and February	47 "
"	10 to Dec. 23, and from Jan. 7th to Feb. 18th.....	55 "
"	1 to Dec. 14, and from Dec. 24 to Jan. 27	49 "
"	19 to Jan. 21.	43 "
"	Winter.	
"	Winter.	
"	Winter.	
"	uary 9th to February 1st.....	23 "
"	, 20th to Feb. 15.....	57 "
"	Winter.	
"	uary 1st to March 1st.....	59 "
"	Winter.	
"	Winter.	
"	Winter, but some ice running.	
"	, 7th to 22nd, Jan. 1st to 10th, Jan. 20th to March 1st, 54 "	
"	ec. 30th to Jan. 13th and 24 days between January 26th	
"	th.....	37 "
"	February	98 "
"	ec. 15th to Jan. 15th, and from Jan. 25th to Feb. 28th .	55 "
"	ec. 27th to Jan. 1st, and from Feb. 16th to 28rd.....	13 "
"	ecember 8th to February 24th.....	77 "
"	December 16th to	

STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1904:

	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Enrolled Wood Steamers.....	67	19,688	17,798
" " Barges (wood).....	8	1,151	1,151
" " Iron and Steel Steamers...	9	3,030	2,847
" " Barges (steel)	1	1,163	1,163
Temporary " Wood Steamers.....	1	25	25
Licensed Steamers (wood).....	15	187	149
" Barges.....	1	16	16
" Steamers (iron and steel).....	2	56	29
Permanent Enrolled Steam Yachts (wood)	4	271	173
" " Sail Yachts (iron and steel)	1	63	63
" " Steam Yachts (iron and steel)	2	177	128
Licensed Sail Yachts (wood).....	1	9	8
" " Steam Yachts (wood).....	3	35	29
Total.....	115	25,349	23,067

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1878..	June 15	25 ft.- 8 in.	1878..	December 27	5 ft.-11 in.
1879..	July 3.....	21 ft.- 2 in.	1879..	December 26	3 ft.- 6 in.
1880..	July 10, 11 and 12.....	25 ft.- 5 in.	1880..	November 29.....	2 ft.-10 in.
1881..	May 5.....	33 ft.- 7 in.	1881..	February 4, 5 and 6	7 ft.- 7 in.
1882..	July 5.....	32 ft.- 4 in.	1882..	December 18	2 ft.-10 in.
1883..	June 25	34 ft.- 8 in.	1883..	January 12	4 ft.- 5 in.
1884..	April 9.....	28 ft.- 2 in.	1884..	January 4	8 ft.- 4 in.
1885..	June 17	27 feet.	1885..	December 16 and 17....	2 ft.- 1 in.
1886..	May 13	27 feet.	1886..	December 4 and 5.....	0 ft.- 0 in.
1887..	April 3.....	20.5 feet.	1887..	December 26 and 27....	0.8 feet.
1888..	June 3 and 4.....	29.3 feet.	1888..	January 1	3.5 feet.
1889..	June 1	24.4 feet.	1889..	February 27	2.7 feet.
1890..	June 20.....	20.7 feet.	1890..	December 30 and 31....	2.8 feet.
1891..	July 4	23.7 feet.	1891..	December 6	2.3 feet.
1892..	May 19	26.0 feet.	1892..	December 27	0.2 feet.
1893..	May 3.....	31.5 feet.	1893..	December 9.....	0.0 feet.
1894..	May 12	23.3 feet.	1894..	February 3.....	0.2 feet.
1895..	December 22.....	23.3 feet.	1895..	January 2.....	-0.5 feet.
1896..	May 26.....	27.7 feet.	1896..	December 11.....	3.8 feet.
1897..	May 2.....	31.0 feet.	1897..	December 24.....	6.4 feet.
1898..	May 23.....	27.2 feet.	1898..	December 11.....	0.3 feet.
1899..	April 27.....	25.6 feet.	1899..	February 1.....	0.7 feet.
1900..	March 16	23.4 feet.	1900..	January 2.....	-2.6 feet.
1901..	April 18 and 19.....	22.4 feet.	1901..	December 19.....	-1.3 feet.
1902..	July 28	26.9 feet.	1902..	January 2.....	-1.2 feet.
1903..	June 10.....	33.0 feet.	1903..	December 18.....	0.6 feet.
1904..	April 30.....	33.6 feet.	1904..	December 31.....	-0.0 feet.†

(-) Indicates below zero of gauge. † At 6 P. M.

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1904.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1904. as determined from the records of the United States Weather Bureau.

MONTH.	Highest.	Date.	Lowest.	Date.
	<i>ft. tenths.</i>		<i>ft. tenths.</i>	
January	15 4	24	8 8	10
February	10 5	15	6 2	4 and 5
March	25 2	30	7 2	2 and 8
April.....	33 6	30	21 2	9
May.....	33 2	1	18 5	27
June.....	29 0	8	21 6	28
July.....	28 4	13	13 6	31
August.....	13 0	1	8 0	14 and 15
September.....	11 5	22	6 2	6
October.....	11 7	1	6 6	19, 20 and 21
November.....	9 9	1	5 1	30
December.....	5 0	1	† 0 0	31

Highest stage during the year..... 33.6 feet, on April 30th.
Lowest stage during the year..... 0.0 " on December 31st.†
Absolute range..... 33.6 "
Greatest monthly range..... 18.0 " in March,
Least monthly range..... 4.8 " in February.
Mean range..... 9.1 "
† At 6 P. M.

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1904.

FROM U. S. WEATHER BUREAU RECORDS.

1904.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	5.2	7.6	7.4	25.0	33.2	23.3	24.3	13.0	7.8	11.7	9.9	5.0
2.....	5.1	6.6	7.2	24.5	32.8	24.5	28.6	12.6	7.4	11.1	9.8	4.3
3.....	4.9	6.8	7.2	24.3	32.1	24.5	28.0	12.2	7.2	10.7	9.6	4.7
4.....	4.4	6.2	7.4	23.7	31.6	23.6	22.6	11.8	7.2	10.2	9.5	4.6
5.....	3.6	6.2	7.5	23.1	30.5	24.7	22.3	11.6	7.6	9.5	9.3	4.4
6.....	3.8	6.5	8.6	22.5	29.2	27.4	21.8	11.4	7.8	8.9	9.1	4.2
7.....	3.8	7.2	9.1	21.8	27.9	28.8	21.0	11.0	7.3	8.8	9.0	4.0
8.....	3.8	7.3	9.2	21.3	26.8	29.0	20.7	10.6	6.8	8.7	8.9	3.8
9.....	3.5	7.7	9.9	21.2	26.5	28.2	23.1	10.0	6.6	8.3	8.7	3.6
10.....	3.3	8.4	10.2	22.3	26.4	27.2	25.7	9.6	6.8	8.0	8.6	3.6
11.....	3.5	9.0	10.7	23.0	25.9	26.5	27.4	8.8	6.9	7.9	8.4	3.6
12.....	3.4	9.7	11.6	23.5	25.2	25.7	23.3	8.5	6.8	7.3	8.4	3.4
13.....	3.5	9.8	11.6	23.8	24.4	24.9	23.4	8.1	6.6	7.5	8.3	3.2
14.....	3.6	10.2	11.8	23.6	23.5	24.5	27.7	8.0	6.6	7.2	8.1	2.6
15.....	4.0	10.5	11.6	23.4	22.6	24.6	26.2	8.0	6.4	7.0	7.9	2.1
16.....	4.2	10.1	11.4	23.4	21.9	25.2	24.1	8.1	6.2	6.8	7.8	1.9
17.....	4.1	9.6	11.6	23.1	21.5	25.3	22.2	8.4	6.3	6.7	7.6	1.6
18.....	4.5	8.8	12.2	24.3	21.5	25.0	21.5	8.3	6.5	6.7	7.4	1.0
19.....	4.8	8.4	12.7	24.6	22.0	24.3	21.2	8.3	7.3	6.6	7.2	0.6
20.....	4.8	8.7	12.9	24.2	22.3	24.9	20.9	9.5	9.4	6.6	7.0	0.4
21.....	5.3	8.5	12.9	23.6	21.3	25.0	20.4	11.4	10.7	6.6	6.7	0.4
22.....	9.0	7.9	13.2	23.3	21.0	25.5	19.8	11.3	11.5	6.7	6.5	0.2
23.....	12.8	7.4	15.2	24.0	20.4	25.3	18.1	11.5	10.8	6.9	6.3	0.1
24.....	15.4	7.4	16.8	25.0	19.7	24.3	17.3	12.4	9.8	7.1	6.1	0.5
25.....	15.2	7.6	17.3	23.0	19.3	23.5	17.3	12.1	9.5	7.4	5.9	0.6
26.....	15.0	7.3	19.3	31.0	18.7	22.4	17.3	12.4	10.1	7.7	5.7	1.0
27.....	14.1	8.1	20.9	32.2	18.5	21.7	16.7	12.6	11.0	8.0	5.5	2.0
28.....	12.1	8.0	23.1	33.0	18.3	21.6	15.6	11.6	10.9	8.4	5.2	2.2
29.....	11.2	7.7	24.5	33.5	18.3	22.4	14.9	10.3	10.9	9.0	5.2	0.9
30.....	9.9	.....	25.2	33.6	19.1	23.3	14.2	9.1	11.4	9.5	5.1	0.3
31.....	8.9	.....	25.1	.....	20.9	.....	13.6	8.5	.....	9.9	.....	0.2
Sums	310.7	235.2	416.3	754.3	744.3	743.1	631.2	321.0	243.8	253.9	223.7	71.5
Means	6.8	8.1	13.4	25.1	24.0	24.9	21.3	10.4	8.3	8.2	7.6	2.3

† Zero at 6 P. M.

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1904.

ARRIVALS.

1904.	Upp'r Miss.	Low'r Miss.	Illin- ois.	Mis- souri.	Ohio.	Cumb & Tenn.	Total Stmrs	Barg's & Sc's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Missi'p.
January .....	.....	8	.....	1	.....	.....	4	4	.....	.....
February .....	.....	7	.....	.....	.....	.....	7	1	1,120	.....
March	14	42	4	1	.....	8	69	25	21,255	.....
April	42	41	9	1	2	7	102	42	25,895	880
May	60	47	9	.....	9	7	182	71	48,265	1,600
June	66	42	15	5	17	5	150	189	84,890	140
July	66	57	21	5	4	8	161	81	80,445	.....
August	69	68	38	6	.....	7	188	26	26,440	.....
September	66	57	18	5	.....	8	149	27	20,770	1,225
October	58	44	18	5	.....	.....	120	17	12,155	.....
November	52	89	19	4	.....	.....	114	29	17,525	600
December	8	15	8	.....	.....	.....	26	1	2,665	.....
Total	501	462	149	33	32	45	1,222	413	291,425	8,945

DEPARTURES.

1904.	Upp'r Miss.	Low'r Miss.	Illin- ois.	Mis- souri.	Tenn.	Ohio	White, Red & O'ch'a's.	Total Dep's	Tons Ship'd
January .....	.....	8	.....	.....	.....	.....	.....	8	.....
February .....	.....	9	.....	.....	.....	.....	.....	9	525
March	18	88	5	.....	5	.....	.....	61	7,850
April	41	40	9	1	5	.....	.....	96	8,120
May	50	51	8	.....	6	.....	.....	115	9,980
June	60	55	18	8	10	.....	.....	151	10,410
July	66	62	22	4	9	.....	.....	163	9,940
August	69	65	35	6	8	.....	.....	163	9,845
September	62	58	19	4	2	.....	.....	145	9,685
October	54	45	15	4	.....	.....	.....	118	8,200
November	44	50	11	3	.....	.....	.....	108	6,510
December	7	20	8	.....	.....	.....	.....	80	2,550
Total	466	496	145	30	45	.....	.....	1,182	82,565

ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumb'r & L'gs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1904	1222	413	291,425	8,945	1904	1182	82,565
1903	1271	7519	385,710	4,700	1903	1205	212,207
1902	1435	451	396,045	80,875	1902	1448	224,262
1901	1541	599	412,255	50,550	1901	1519	209,271
1900	1622	595	438,670	78,840	1900	1605	245,580
1899	1570	680	394,650	71,960	1899	1582	203,205
1898	1580	792	449,525	57,060	1898	1514	399,563
1897	1692	927	507,105	69,565	1897	1576	469,365
1896	2065	1425	567,755	84,010	1896	1945	572,410
1895	2007	1196	410,145	98,685	1895	1904	303,355
1894	2061	1245	455,175	128,855	1894	1993	363,080
1893	2057	1003	472,895	126,510	1893	2009	436,900
1892	2053	1090	558,980	130,220	1892	2013	502,215
1891	1881	1019	450,050	142,090	1891	1845	512,930
1890	1927	1274	530,790	132,940	1890	1910	617,985
1889	2125	1474	542,990	127,695	1889	2211	712,700
1888	2079	1244	597,955	130,855	1888	2676	510,115
1887	2361	1272	633,890	212,165	1887	2323	657,080
1886	2057	1289	570,205	200,785	1886	2102	561,895
1885	1878	1080	479,065	217,890	1885	1823	534,175

SHIPMENTS BY SOUTHERN BOATS DURING 1904.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
Apples, Bbls.....		1,570	50
Ale and Beer, Pkgs.....	100	29,800	1,050
Bagging, Pieces.....		1,880	615
Barley, Sacks.....			
Barley, Bu.....			
Barbed Wire, Lbs.....	8,000	856,080	6,500
Butter, Lbs.....		6,880	
Bran, Sacks.....	1,120	1,610	250
Cattle, Head.....		558	9
Corn, Sacks.....	1,845	12,985	495
Corn in Bulk, Bu.....			
Corn Meal, Bbls.....	2,465	6,475	1,120
Cotton, Bales.....		1	
Cotton Seed Meal, Tons.....			
Eggs, Pkgs.....		45	
Flour, Bbls.....	5,495	14,965	5,280
Hay, Tons.....	7	1,087	172
Horses and Mules, Head.....	10	2,228	282
Hogs, Head.....			
Hominy and Grits, Bbls.....	525	65	
Pork, Bbls.....	80	23	
Hams, Lbs.....	18,780	898,275	12,300
Meats, Lbs.....	23,600	1,598,980	184,510
Lard, Lbs.....	6,000	461,045	65,200
Malt, Sacks.....		7,645	15
Oats, Sacks.....	1,695	15,690	515
Oats in Bulk, Bu.....			
Onions, Pkgs.....		575	40
Potatoes, Pkgs.....		3,100	345
Rye, Sacks.....		55	45
Rye in Bulk, Bu.....			
Sheep, Head.....		41	
Tallow, Lbs.....			
Tobacco, Hhds.....		48	
Tobacco, Manfd. Lbs.....		109,615	4,575
Wheat, Sacks.....		2,120	
Wheat in Bulk, Bu.....			
Whiskey, Bbls.....	33	1,207	5
White Lead, Lbs.....	4,000	755,870	23,250
Mdse. and Sundries, Pkgs.....	23,440	889,535	57,050
Total Tons.....	3,175	43,145	6,245

RIVER ACCIDENTS DURING 1904.

JANUARY 5TH. The Tow Boat Gleanor, and thirty barges, loaded with coal, were caught by the ice, on the Ohio River, near Mt. Vernon, Ind. Cargo valued at \$125,000.

JANUARY 10TH. The Steamer Rees Prichard sank on the Yazoo River.

JANUARY 24TH. The Steamer Elizabeth, and tow boat Olivett, with two house-boats, burnt and sank on the Allegheny River. Fire caused by an over-heated stovepipe on the Olivett. Loss, \$25,000.

FEBRUARY 2ND. A ferry boat was damaged near Cincinnati, on the Ohio River.

FEBRUARY 10TH. The tow boat John A. Wood, with a tow of coal, was grounded on the Ohio River. Log became entangled in her wheel, two coal boats sank outright, and two others beached. Loss, \$10,000.

FEBRUARY 11TH. The tow boat James Moran, with 25 barges of coal, picked up a log in her rudder, and sank half of her tow, on the Ohio River.

FEBRUARY 17TH. The tow boat Charlie Brown struck the bank at Malones landing, on the lower Mississippi River, and wrecked the greater part of her tow. Two coal boats and a full barge sank. Thirteen coal boats were abandoned, but the coal was saved.

MARCH 10TH. Steamer Sunshine, with 200 hundred tons of freight, was destroyed by fire, near Tiptonville, Tenn., on the lower Mississippi River. Total loss. Value, \$20,000.

MARCH 23RD. The tug Ida, in tow with an empty barge, struck Pier No. 2 of the Memphis Bridge, and sank in fifty feet of water. Total wreck. Valued at \$5,000.

APRIL 17TH. The Torpedo Destroyer Lawrence was damaged, in a mix-up with the steamer Robt. E. Lee, on the lower Mississippi River.

MAY 25TH. The Steamer Chattanooga, in the Paducah and Chattanooga trade, sank on the Tennessee River. The boat struck a rock, and broke in two. Boat and cargo valued at \$26,000. A total loss.

MAY 28TH. The tow boat Fred Wilson was demolished by the bursting of her boilers, on the Ohio River. Valued at \$25,000.

JUNE 5TH. Steamer Josie was burnt on the lower Mississippi River. Valued at \$10,000. She is the third of the fated three steamers to be destroyed.

JULY 2ND. The excursion steamer Red Fox, with an excursion party to Alton, partly sank on the upper Mississippi River, boat being raised a few days later. Loss, \$1,000.

JULY 5TH. The steamer Wichita was burned to water's edge, and sank, on the lower Mississippi River. Total loss. Valued at \$6,000.

JULY 11TH. The steamer Chalmette struck a hidden obstruction on the lower Mississippi River, and sank out of sight.

AUGUST 4TH. The steamer Lucille was burnt to water's edge, and sank, at Wisconsin Central dock, on the upper Mississippi River. The loss to boat, \$5,000. To docks, \$500.

OCTOBER 5TH. The steamer John W. Thomas struck a snag, and sank, on the Blue River, near Leavenworth, Ind.

OCTOBER 11TH. The steamer Bob Dudley struck a sunken wreck, and sank, on the Ohio River.

OCTOBER 17TH. The Transfer Steamer J. S. Morgan struck a snag, in the mouth of the Ohio River, and sank.

NOVEMBER 17TH. The tow boat Ten Broeck was destroyed by fire, on the lower Mississippi River. Total loss. Valued at \$10,000.

NOVEMBER 17TH. The steamer Uncle Sam, formerly known as the Jacob Richtman, was burnt, on the upper Mississippi River. Total loss. Valued at \$10,000.

DECEMBER 4TH. The steamer Louisiana was partly destroyed by fire, and city harbor boat Mark Twain was slightly damaged. Fire originated in the kitchen of the Louisiana, in St. Louis harbor. Loss to the Louisiana, \$5,000. To Mark Twain, \$75.00.

DECEMBER 11TH. The steamer Chester was injured by striking a rock, while making a landing, on the lower Mississippi River.

DECEMBER 12TH. The Ferry Boat Amelia A was crushed by ice closing, and sank, in the middle of the Ohio River.

DECEMBER 23RD. The steamer Robt. E. Lee struck a snag, near Craig-head Point, and sank, in the lower Mississippi River.

FREIGHT RATES TO NEW ORLEANS BY BARGES DURING
1899, 1900, 1901, 1902, 1903 AND 1904.

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15
1902.....	20	10	10	15
1903.....	20	10	10	15
1904.....	..	..	..	..

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES
FROM ST. LOUIS TO NEW ORLEANS FOR SIX YEARS.
WHEAT AND CORN, PER BUSHEL.

MONTH.	1898.	1899.	1900.	1901.	1902.	1903.
January.....	Ots. 4	Ots. 4	Ots. 4	Ots. 4	Ots. 0	Ots. 5½
February.....	4	4	4	4	0	5½
March.....	4	4	4	4	3½	5½
April.....	4	4	4	4	3½	5½
May.....	4	4	4	4	3½	5
June.....	4	4	4	4	3½	5
July.....	4	4	4	4	3½	4
August.....	4	4	4	4	4	4½
September.....	4	4	4	4	4½	5
October.....	4	4	4	4	5	5
November.....	4	4	4	4	5	5
December.....	4	4½	4	4	5½	5 2-5

Wheat, ¼ to ½ cent per bushel more than Corn.

F. O. B. New Orleans.

During September, October and November, 1894, and October and November, 1895, navigation by barges was suspended on account of extreme low water, also during October, November and December, 1897, and 14 days in December, 1898, and 10 days in January, 1899, and closed again January 30th till March 1st, closed from December 30th, 1899, to January 18th, 1900, and 24 days between January 28th and March 4th, 1900; 1901, during February; 1901-1902, December 15th to January 15th; 1902-1903, from December 27th to January 1st, and from February 16th to 23rd.

AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM
ST. LOUIS TO NEW ORLEANS.

YEAR.	In Sacks by Steamboat.	Wheat in Bulk by Barges.
	Cents per 100 lbs.	Cents per bushel.
1904.....	.....	....
1903.....	10	5 F.O.B., N. O.
1902.....	10	4.20
1901.....	10	4.25
1900.....	10	4.25
1899.....	10	4.50
1898.....	10	4.50
1897.....	15	4.98
1896.....	14.55	5
1895.....	12.50	5.95
1894.....	17.14	5.89
1893.....	17.54	6.55

RATES ON FREIGHT TO MEMPHIS AND VICKSBURG DURING 1903.

	Meat, per 100 lbs.		Grain, per 100 lbs.		Flour, per bbl.		Meal, in Sacks, per 100 lbs.		Hay, per 100 lbs.	
	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.
To Memphis	15	10	10	8	20	15	10	8	17.2	10
To Vicksburg...	20	17.2	15	15	30	20	17.2	15	22.2	20

RATES OF FREIGHT TO MEMPHIS BY RIVER DURING 1904.

Flour and Meal to Memphis, 20c per bbl.

Grain to Memphis10c per 100 lbs.

Flour and Meal to way points, 40c per bbl.

Hay to Memphis.....20c per 100 lbs.

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1904 AND PREVIOUS YEARS.

YEARS.	White Pine Feet.	Shingles. No.	Laths. No.	Pickets. No.	Logs Sup. Feet.	Yell'w Pine. Feet.	Poplar. Feet.	Cotton-wood. Feet.	Cedar, Feet.	Chest-nut. Feet.
Total, 1904.....	.....	658,000	.....	.....	3,747,860	560,000	1,204,200	7,404,000	96,000	58,000
" 1903.....	2,000,000	8,271,400	428,800	.....	4,426,000	1,265,000	4,195,500	7,169,000	256,600	47,000
" 1902.....	11,550,000	6,455,000	7,067,000	216,000	5,206,100	41,000	8,556,400	18,520,800	111,500	12,000
" 1901.....	22,451,546	11,198,250	12,883,550	147,960	3,110,600	.....	6,206,400	16,179,000	309,240	79,000
" 1890.....	83,702,761	17,109,260	13,608,060	145,000	4,411,198	.....	6,866,700	24,987,100	861,100	82,000
" 1899.....	42,292,900	21,066,200	11,862,160	265,000	1,926,500	.....	8,078,500	14,660,500	129,500	24,000
" 1898.....	39,842,100	16,006,700	9,647,350	30,000	750,400	.....	2,646,000	1,997,500	.....	1,000
" 1897.....	46,237,800	16,684,000	19,667,850	888,400	2,763,457	.....	8,120,200	14,040,000	191,000	.....
" 1896.....	64,586,400	16,415,200	13,416,900	1,712,400	9,252,500	.....	4,696,700	19,408,800	410,100	4,000
" 1895.....	74,161,899	24,766,987	38,083,570	1,508,584	18,678,861	12,000	4,200,711	2,991,020	86,801	.....
" 1894.....	87,838,823	85,778,000	21,354,350	708,500	10,411,106	6,666	5,764,314	6,119,735	.....	.....
" 1893.....	82,853,776	37,066,900	27,631,750	661,540	6,973,100	.....	5,472,578	17,739,000	.....	.....
" 1892.....	89,405,052	38,946,500	32,205,300	1,190,000	7,852,830	.....	5,309,327	19,883,824	.....	.....
" 1891.....	80,241,799	41,037,750	10,331,050	614,490	15,207,190	101,500	7,764,353	11,109,655	.....	.....
" 1890.....	71,789,010	45,449,150	26,836,650	408,688	0,085,063	257,500	10,629,000	5,586,800	.....	.....

YEARS.	Cypress Feet.	Sycamore Feet.	Ash. Feet.	Oak. Feet.	Walnut, Feet.	Gum. Feet.	Maple. Feet.	Hick-ory Feet.	Cherry. Feet.	Elm, Feet.	Birch. Feet.	Mahog- any. Feet.	Pecan. Feet.
Total, 1904.....	7,488,000	40,000	608,000	2,588,000	16,000	1,524,000	.....	85,000	10,600	47,000	.....	.....	.....
" 1903.....	10,551,000	82,000	844,000	2,785,500	14,500	3,781,000	29,000	26,000	.....	48,000	.....	.....	.....
" 1902.....	10,813,000	6,000	1,172,800	3,515,500	82,960	2,830,000	20,850	3,000	6,600	226,000	.....	.....	.....
" 1901.....	7,051,800	128,000	768,500	4,801,800	82,200	4,572,000	60,180	2,900	161,200	280,200	.....	198,000	16,000
" 1890.....	8,029,700	189,000	1,961,270	9,667,100	65,830	6,976,000	1,000	48,500	100	88,700	.....	.....	.....
" 1899.....	5,486,500	249,900	1,424,600	4,244,500	22,400	885,800	29,300	6,200	1,700	84,000	.....	.....	.....
" 1898.....	1,536,000	2,000	27,000	302,500	.....	1,000	.....	.....	.....	.....	.....	580	.....
" 1897.....	2,107,700	20,800	159,000	1,870,800	10,900	.....	.....	14,800	.....	.....	.....	1,000	.....
" 1896.....	3,265,000	28,000	465,400	3,221,700	29,200	2,400	.....	88,700	900	49,000	4,000	.....	.....
" 1895.....	2,497,864	110,000	1,318,608	2,072,274	58,600	213,500	.....	56,800	.....	41,250	.....	.....	.....
" 1894.....	844,837	90,141	1,382,991	2,202,180	176,430	250,490	7,000	41,329	3,400	.....	.....	.....	.....
" 1893.....	964,361	193,000	1,402,840	1,928,303	287,070	193,600	16,600	75,000	48,570	10,000	.....	.....	.....
" 1892.....	985,746	1,615,706	2,109,758	4,405,964	610,490	411,700	90,500	67,380	11,000	235,700	.....	.....	.....
" 1891.....	2,086,219	1,497,476	1,657,516	2,944,120	506,168	601,700	18,500	97,500	7,000	43,600	.....	.....	.....
" 1890.....	1,460,800	877,600	3,969,000	3,646,243	531,583	591,000	60,400	45,000	2,260	147,900	.....	.....	.....

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows :

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1904	18,015,894	46,856,290	1,192,838	11,468,508
1903	78,145,278	91,254,690	1,461,626	19,274,412
1902	128,861,712	18,484,269	5,864,042	17,998,531
1901	179,201,418	102,859,089	25,929,048	19,852,890
1900	99,079,158	190,396,489	82,160,642	18,682,509
1899	109,685,161	206,185,288	41,065,082	18,717,161

Shipments from Galveston and New Orleans for the past six years compare as follows :

	WHEAT—Bu.		CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1904	1,891,064	8,562,104	6,288,417	8,488,176
1903	11,989,278	20,089,638	18,882,208	4,274,091
1902	15,668,745	11,061,526	2,454,128	968,205
1901	24,410,979	15,714,465	12,882,189	.....
1900	8,059,677	11,188,056	23,408,453	3,078,525
1899	11,562,812	15,718,400	21,989,586	7,049,697

Exports of flour from St. Louis were 766,612 barrels, against 876,841 barrels the previous year, and 905,205 barrels in 1902. Shipments to Cuba were 275,009 barrels, to Porto Rico 71,499 barrels, to Central America 6,161 barrels and to South America 10,801 barrels. Of exports to Europe, England took 161,711 barrels, Germany 31,427 barrels, Scotland 56,659 barrels and Holland 49,112 barrels. All export flour is shipped in sacks of various weights and is reduced to barrels for convenience of comparison.

Exports of grain, all by rail, were light, amounting to 3,739 bushels wheat, 279,276 bushels corn, of which 246,252 bushels went to Cuba, 43,836 bushels oats and 11,714 bushels rye.

No grain was exported by river via New Orleans.

FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS
FOR THE YEAR 1904.

DESTINATION.	Flour, barrels	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bush ^{ls}
To England	161,171	.....	.....	.....	.....
“ Germany.....	81,427	.....	.....	.....	.....
“ Russia	500	.....	.....	.....	.....
“ Scotland	56,659	.....	.....	.....	.....
“ Ireland.....	17,876	.....	.....	.....	.....
“ South America.....	10,801	.....	.....	.....	.....
“ Denmark.....	9,080	.....	.....	.....	.....
“ Norway	10,606	.....	.....	.....	.....
“ Holland.....	49,112	.....	.....	.....	.....
“ Belgium.....	8,863	.....	.....	.....	.....
“ Spain.....	1,040	.....	.....	.....	.....
“ Sweden	1,595	.....	.....	.....	.....
“ Switzerland	1,045	.....	.....	.....	.....
“ Newfoundland.....	7,678	.....	.....	.....	.....
“ Finland	6,589	.....	.....	.....	.....
“ Canada	500	.....	5,149	.....	.....
“ Cuba	275,009	788	246,252	43,836	.....
“ Porto Rico.....	71,499	.....	.....	.....	.....
“ Central America.....	6,161	.....	.....	.....	.....
“ Mexico .....	.....	.....	12,804	.....	.....
“ Seaboard for Export	44,451	3,000	15,571	.....	10,714
Total for Export	766,612	3,788	279,276	43,836	10,714

THE CITY OF ST. LOUIS.

97

EXPORTS OF WHEAT FROM THE UNITED STATES.

As reported by the Bureau of Statistics, Washington.

EXPORTS OF CORN FROM THE UNITED STATES.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932
933
934
935
936
937
938
939
940
941
942
943
944
945
946
947
948
949
950
951
952
953
954
955
956
957
958
959
960
961
962
963
964
965
966
967
968
969
970
971
972
973
974
975
976
977
978
979
980
981
982
983
984
985
986
987
988
989
990
991
992
993
994
995
996
997
998
999
1000
1001
1002
1003
1004
1005
1006
1007
1008
1009
1010
1011
1012
1013
1014
1015
1016
1017
1018
1019
1020
1021
1022
1023
1024
1025
1026
1027
1028
1029
1030
1031
1032
1033
1034
1035
1036
1037
1038
1039
1040
1041
1042
1043
1044
1045
1046
1047
1048
1049
1050
1051
1052
1053
1054
1055
1056
1057
1058
1059
1060
1061
1062
1063
1064
1065
1066
1067
1068
1069
1070
1071
1072
1073
1074
1075
1076
1077
1078
1079
1080
1081
1082
1083
1084
1085
1086
1087
1088
1089
1090
1091
1092
1093
1094
1095
1096
1097
1098
1099
1100
1101
1102
1103
1104
1105
1106
1107
1108
1109
1110
1111
1112
1113
1114
1115
1116
1117
1118
1119
1120
1121
1122
1123
1124
1125
1126
1127
1128
1129
1130
1131
1132
1133
1134
1135
1136
1137
1138
1139
1140
1141
1142
1143
1144
1145
1146
1147
1148
1149
1150
1151
1152
1153
1154
1155
1156
1157
1158
1159
1160
1161
1162
1163
1164
1165
1166
1167
1168
1169
1170
1171
1172
1173
1174
1175
1176
1177
1178
1179
1180
1181
1182
1183
1184
1185
1186
1187
1188
1189
1190
1191
1192
1193
1194
1195
1196
1197
1198
1199
1200
1201
1202
1203
1204
1205
1206
1207
1208
1209
1210
1211
1212
1213
1214
1215
1216
1217
1218
1219
1220
1221
1222
1223
1224
1225
1226
1227
1228
1229
1230
1231
1232
1233
1234
1235
1236
1237
1238
1239
1240
1241
1242
1243
1244
1245
1246
1247
1248
1249
1250
1251
1252
1253
1254
1255
1256
1257
1258
1259
1260
1261
1262
1263
1264
1265
1266
1267
1268
1269
1270
1271
1272
1273
1274
1275
1276
1277
1278
1279
1280
1281
1282
1283
1284
1285
1286
1287
1288
1289
1290
1291
1292
1293
1294
1295
1296
1297
1298
1299
1300
1301
1302
1303
1304
1305
1306
1307
1308
1309
1310
1311
1312
1313
1314
1315
1316
1317
1318
1319
1320
1321
1322
1323
1324
1325
1326
1327
1328
1329
1330
1331
1332
1333
1334
1335
1336
1337
1338
1339
1340
1341
1342
1343
1344
1345
1346
1347
1348
1349
1350
1351
1352
1353
1354
1355
1356
1357
1358
1359
1360
1361
1362
1363
1364
1365
1366
1367
1368
1369
1370
1371
1372
1373
1374
1375
1376
1377
1378
1379
1380
1381
1382
1383
1384
1385
1386
1387
1388
1389
1390
1391
1392
1393
1394
1395
1396
1397
1398
1399
1400
1401
1402
1403
1404
1405
1406
1407
1408
1409
1410
1411
1412
1413
1414
1415
1416
1417
1418
1419
1420
1421
1422
1423
1424
1425
1426
1427
1428
1429
1430
1431
1432
1433
1434
1435
1436
1437
1438
1439
1440
1441
1442
1443
1444
1445
1446
1447
1448
1449
1450
1451
1452
1453
1454
1455
1456
1457
1458
1459
1460
1461
1462
1463
1464
1465
1466
1467
1468
1469
1470
1471
1472
1473
1474
1475
1476
1477
1478
1479
1480
1481
1482
1483
1484
1485
1486
1487
1488
1489
1490
1491
1492
1493
1494
1495
1496
1497
1498
1499
1500
1501
1502
1503
1504
1505
1506
1507
1508
1509
1510
1511
1512
1513
1514
1515
1516
1517
1518
1519
1520
1521
1522
1523
1524
1525
1526
1527
1528
1529
1530
1531
1532
1533
1534
1535
1536
1537
1538
1539
1540
1541
1542
1543
1544
1545
1546
1547
1548
1549
1550
1551
1552
1553
1554
1555
1556
1557
1558
1559
1560
1561
1562
1563
1564
1565
1566
1567
1568
1569
1570
1571
1572
1573
1574
1575
1576
1577
1578
1579
1580
1581
1582
1583
1584
1585
1586
1587
1588
1589
1590
1591
1592
1593
1594
1595
1596
1597
1598
1599
1600
1601
1602
1603
1604
1605
1606
1607
1608
1609
1610
1611
1612
1613
1614
1615
1616
1617
1618
1619
1620
1621
1622
1623
1624
1625
1626
1627
1628
1629
1630
1631
1632
1633
1634
1635
1636
1637
1638
1639
1640
1641
1642
1643
1644
1645
1646
1647
1648
1649
1650
1651
1652
1653
1654
1655
1656
1657
1658
1659
1660
1661
1662
1663
1664
1665
1666
1667
1668
1669
1670
1671
1672
1673
1674
1675
1676
1677
1678
1679
1680
1681
1682
1683
1684
1685
1686
1687
1688
1689
1690
1691
1692
1693
1694
1695
1696
1697
1698
1699
1700
1701
1702
1703
1704
1705
1706
1707
1708
1709
1710
1711
1712
1713
1714
1715
1716
1717
1718
1719
1720
1721
1722
1723
1724
1725
1726
1727
1728
1729
1730
1731
1732
1733
1734
1735
1736
1737
1738
1739
1740
1741
1742
1743
1744
1745
1746
1747
1748
1749
1750
1751
1752
1753
1754
1755
1756
1757
1758
1759
1760
1761
1762
1763
1764
1765
1766
1767
1768
1769
1770
1771
1772
1773
1774
1775
1776
1777
1778
1779
1780
1781
1782
1783
1784
1785
1786
1787
1788
1789
1790
1791
1792
1793
1794
1795
1796
1797
1798
1799
1800
1801
1802
1803
1804
1805
1806
1807
1808
1809
1810
1811
1812
1813
1814
1815
1816
1817
1818
1819
1820
1821
1822
1823
1824
1825
1826
1827
1828
1829
1830
1831
1832
1833
1834
1835
1836
1837
1838
1839
1840
1841
1842
1843
1844
1845
1846
1847
1848
1849
1850
1851
1852
1853
1854
1855
1856
1857
1858
1859
1860
1861
1862
1863
1864
1865
1866
1867
1868
1869
1870
1871
1872
1873
1874
1875
1876
1877
1878
1879
1880
1881
1882
1883
1884
1885
1886
1887
1888
1889
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900
1901
1902
1903
1904
1905
1906
1907
1908
1909
1910
1911
1912
1913
1914
1915
1916
1917
1918
1919
1920
1921
1922
1923
1924
1925
1926
1927
1928
1929
1930
1931
1932
1933
1934
1935
1936
1937
1938
1939
1940
1941
1942
1943
1944
1945
1946
1947
1948
1949
1950
1951
1952
1953
1954
1955
1956
1957
1958
1959
1960
1961
1962
1963
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
2040
2041
2042
2043
2044
2045
2046
2047
2048
2049
2050
2051
2052
2053
2054
2055
2056
2057
2058
2059
2060
2061
2062
2063
2064
2065
2066
2067
2068
2069
2070
2071
2072
2073
2074
2075
2076
2077
2078
2079
2080
2081
2082
2083
2084
2085
2086
2087
2088
2089
2090
2091
2092
2093
2094
2095
2096
2097
2098
2099
2100
2101
2102
2103
2104
2105
2106
2107
2108
2109
2110
2111
2112
2113
2114
2115
2116
2117
2118
2119
2120
2121
2122
2123
2124
2125
2126
2127
2128
2129
2130
2131
2132
2133
2134
2135
2136
2137
2138
2139
2140
2141
2142
2143
2144
2145
2146
2147
2148
2149
2150
2151
2152
2153
2154
2155
2156
2157
2158
2159
2160
2161
2162
2163
2164
2165
2166
2167
2168
2169
2170
2171
2172
2173
2174
2175
2176
2177
2178
2179
2180
2181
2182
2183
2184
2185
2186
2187
2188
2189
2190
2191
2192
2193
2194
2195
2196
2197
2198
2199
2200
2201
2202
2203
2204
2205
2206

AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,
PER BUSHEL BY STEAMER FROM ST. LOUIS TO LIVERPOOL
VIA NEW ORLEANS, 1902 AND 1903.

Month.	St. Louis to N. O. pr bush		N.O. to Liver- pool pr bush.		Total St. L. to Liverpool.	
	1903.	1902.	1903.	1902.	1903.	1902.
January	5½	...	6½	8½	12	....
February	5½	...	6½	8½	12	....
March.....	5½	8½	4½	4	9½	7½
April.....	5½	8½	4@4½	4½	9½	8½
May.....	5	8½	4½	2½	9½	6½
June.....	5	8½	4	2½	9	6½
July.....	4	8½	8½	4½	7½	8½
August.....	4½	4	8	6	7½	10
September	5	4½	5@5½	5½	10½	9½
October	5	5	5½@8	8	10½	8
November.....	5	5	5½@8	5½	10½	10½
December.....	5 2-5	5½	5½	7	10 7-10	12½

AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,
PER BUSHEL FROM ST. LOUIS TO LIVERPOOL VIA RAIL
TO NEW YORK DURING 1903 AND 1904.

Month.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1903.	1904.	1903.	1904.	1903.	1904.
January.....	18.80	18.80	8	2½	16.80	16.17½
February.....	18.80	18.80	8	2½	16.80	16.05
March.....	18.80	18.80	8	2½	16.80	15.92½
April.....	18.80	18.80	8	2	16.80	15.80
May.....	12.60	18.80	8	2	15.60	14.80
June.....	12.60	12.80	8	2	15.60	14.80
July	12.60	12.80	8	2	15.60	14.80
August.....	12.60	12.80	8	2	15.60	14.80
September.....	12.60	12.80	8	2	15.60½	14.80
October.....	12.60	12.80	8	2	15.60	14.80
November.....	12.60	12.80	2½	2	15.60	14.80
December.....	18.80	18.80	2½	8 7-16	16.80	16.28

AVERAGE RATE OF FREIGHT ON WHEAT PER
BUSHEL BY STEAMER FROM NEW ORLEANS
TO LIVERPOOL DURING 1903 AND 1904.

Month.	Rate in Cents.	
	1903.	1904.
January...	6½	8½
February ..	6½	8½ to 4½
March.....	4½	4
April	4@4½	.....
May	4½	.....
June.....	4	.....
July.....	8½	.....
August....	8	.....
September.	5@5½	.....
October....	5½@8	.....
November .	5½@8	.....
December .	5½	.....

AVERAGE RATE OF FREIGHT ON WHEAT
PER BUSHEL BY STEAMER FROM NEW
YORK TO LIVERPOOL DURING 1903 AND 1904.

Month.	Rate in Cents.	
	1903.	1904.
January ...	8	2½
February...	8	2½
March	8	2½
April	8	2
May	8	2
June.....	8	2
July	8	2
August....	8	2
September.	8	2
October....	8	2
November .	2½	2
December ..	2½	8 7-16

AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1883	17½	5½	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21½
1885	15	6 2-5	22 1-7	15 1-9	20½
1886	16	6½	29	16 1-6	24
1887	18½	6	32 2-15	15	24½
1888	15	6½	29½	15 1-6	22.95
1889	17.98	5.95	29½	17 1-8	24.97
1890	15.66	6.58	27½	14 1-8	21.48
1891	16.28	6.87½	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.78	11.69	18.71
1895	18.00	5.95	28.57	12 1-8	18.33
1896	14.54	5.00	23.00	13.50	19-67½
1897	10.83	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.88	14.64	18.41
1901	10.00	*4.25	19.88	9.48	14.03
1902	10.00	*4.20	20.66	8.53	15.33
1903	10.00	*5	22.25	10.00	16.02
1904	.....	.....	21.51	.....	15.25

*F. O. B. New Orleans.

COTTON.

The cotton crop of the United States for the year ending August 31, 1904, was 10,011,374 bales, of an average weight of 507.69 pounds, and an average value per bale, of \$61.68, and a total value of \$617,501,548.

While the yield was less than for several previous years, the value was the greatest ever realized.

The amount handled locally by St. Louis factors, was 56,204 bales, while the amount shipped direct from the south, through this gateway, was 465,677 bales. A portion of the through cotton was for account of St. Louis dealers. Only 3,412 round half-bales were received here. The average weight of St. Louis receipts is given as 510 lbs. and the average value per bale \$65.28.

Values ranged high, the lowest quotation for middling, being 9½ cents, in September, and the highest, 16½ cents, in February.

Mr. Henry G. Hester, Secretary New Orleans Cotton Exchange, in his annual report, makes the following statement:

While the crop is smaller by seven hundred and odd thousand bales than last year, and is less by 1,263,000 bales than that of 1898-99 (the largest ever marketed), it has brought a better return in money values than any ever produced in the South.

The cause will be made apparent, when it is stated, that, in the crop of last year, which, up to that time, was one of the most valuable on record, September and October averaged in price, for spot cotton, 8.39 and 8.24 cents per pound, while, from November to January, the monthly averages ranged between 7.83 to 8.61, the high range for the season, from 9.37 average in February, to 12.67 cents in August, not being reached until after the bulk of the crop had been marketed and sold.

This year, we had an average for September, of 10.78 cents or more than two and a quarter cents per pound over that of the opening month of last season, and, while the average for October dropped to 9.75, values quickly recovered, ranging, between monthly averages of 10.86 and 14.46 from November to January, inclusive.

The result was, that farmers obtained more of the advantage of the rise, instead of its coming, as usual, after the cotton had passed out of their hands.

In other words, there were marketed, up to January 31st of this year, 8,009,622 bales, which sold for \$474,709,599, while, up to the same period last year, the amount marketed, was 7,984,886 bales, which brought \$336,665,165, a difference of only 24,736 bales, and an increase in amount received, of over \$138,000,000.

An important feature of this year's crop, which aided values, was its superiority in quality and staple, the difference averaging from a quarter to a half grade over last year, on the entire yield.

A fair average of price for the year, for United States, is 12.15 cents per pound, comparing with an average of 8.82 cents last year, 8.06 the year before, and 9.33 in 1900-1901: the highest price touched during the season, has been 16 7-16 cents, and the lowest, 9½ cents.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1903-1904.....	521,881	465,677	56,204
1902-1903.....	742,618	679,971	62,647
1901-1902.....	841,258	619,578	221,680
1900-1901.....	978,497	733,869	239,628
1899-1900.....	802,769	648,695	154,074
1898-99.....	989,959	814,330	175,629
1897-98.....	899,229	771,712	127,517
1896-97.....	570,418	455,516	114,897
1895-96.....	565,683	474,796	90,887
1894-95.....	926,285	781,694	144,591
1893-94.....	635,421	462,032	163,389
1892-93.....	474,024	301,186	172,838
1891-92.....	728,628	425,737	297,891
1890-91.....	706,469	400,454	306,015

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1903-1904.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1903.....	817	1,823	1,648	1,024
October.....	4,604	14,725	19,329	9,804
November.....	12,791	78,205	85,996	55,991
December.....	10,917	115,124	126,041	110,947
January, 1904.....	10,679	105,889	116,568	125,054
February.....	6,966	75,443	82,428	69,862
March.....	4,647	45,562	50,209	46,076
April.....	1,666	11,195	12,861	27,992
May.....	1,197	8,852	9,549	10,822
June.....	1,157	5,554	6,711	6,674
July.....	508	7,651	8,159	8,724
August.....	735	3,358	4,093	7,116
Total bales.....	56,204	467,383	523,587	479,546
Deduct for ½ round bales.....	.....	1,706	1,706	1,706
Net total, standard bales.....	56,204	465,677	521,881	477,840

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1903-04.	1902-03.	1901-02.
St. Louis, Iron Mountain & Southern R. R.....	847,641	456,316	490,151
Missouri Pacific R. R.....	2,899	108	741
Mobile & Ohio R. R.....	59,851	58,159	65,390
St. Louis & San Francisco R. R.....	59,507	110,778	157,997
St. Louis & Southwestern R. R.....	9,984	28,107	45,942
Illinois Central R. R.....	2,248	5,788	9,688
Missouri, Kansas & Texas R. R.....	38,588	99,005	149,704
Chicago & Alton R. R.) West).....	.....	75	.....
Wabash R. R. (West).....	.....	.....	.....
Keokuk & Northwestern R. R. and C. B. & Q. R. R.....	160	469	1,326
Louisville & Nashville R. R.....	1,219	783	7,187
Southern R. R.....	24	20	.....
Lower Mississippi River Boats.....	872	2,785	4,099
Cumberland and Tennessee River Boats.....	646	2,785	670
Total Bales.....	523,587	745,008	952,835
Deduct for light bales.....	1,706	2,885	91,577
Net total.....	521,881	742,618	841,258

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

	1903-04. Bales.	1902-03. Bales.	1901-02. Bales.	1900-01. Bales.
From Arkansas.....	296,149	400,445	422,070	402,881
" Texas.....	68,648	180,588	165,788	288,940
" Missouri.....	11,810	12,990	19,779	18,084
" Tennessee.....	29,898	52,408	41,758	60,657
" Mississippi.....	50,499	42,145	60,222	65,010
" Indian Territory.....	58,092	52,949	118,188	96,572
" Alabama.....	2,825	1,718	5,228	11,576
" Kentucky.....	74	20	89	87
" Louisiana.....	29,082	45,617	46,441	41,256
" Kansas.....	88	141	2	149
" Oklahoma.....	6,997	5,989	58,880	85,968
Total Receipts.....	528,587	745,008	982,885	1,118,525
Deduct for half round bales... ..	1,706	2,885	91,557	140,028
Net receipts.....	521,881	742,618	841,258	978,497

DIRECTION OF SHIPMENTS.

	1903-04. Bales.	1902-03. Bales.	1901-02. Bales.
For Export to England.....	81,579	187,884	185,424
" Germany.....	82,510	17,196	87,681
" France.....	.....	5,145	2,841
" Belgium.....	.....	.....	800
" Russia.....	206	99	.....
" Italy .. .. .	.....	745	18,170
" Norway.....	.....	75	.....
" Nova Scotia.....	.....	.....	100
" Canada.....	81,570	58,984	28,949
" Switzerland.....	.....	100	.....
" Spain.....	.....	1,743	.....
" Seaboard.....	.....	.....	4,722
" Japan.....	11,516	18,808	88,110
" China.....	.....	.....	287
" Scotland.....	.....	.....	200
" Saxony.....	.....	.....	2,592
" Denmark.....	.....	25	.....
" Cuba.....	.....	89	.....
Total Bales exported.....	78,121	235,826	264,876
Shipped to points in United States.....	426,221	501,578	619,178
Total Shipments, Bales.....	504,842	737,404	883,554
Deduct for half round bales.....	1,706	2,885	91,577
Net shipments standard bales.....	502,686	735,019	791,977

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTE.	1903-04. BALES.	1902-03. BALES.	1901-02. BALES.
Chicago & Alton R. R., Mo. Div.....	8	21	.....
Missouri Pacific R. R.....	.....	400	100
S. Louis & San Francisco R. R.....	.....	47	.....
Missouri, Kansas & Texas Ry.....	.....	482	.....
Illinois Central Railroad.....	650	9,855	5,448
Louisville, Henderson & St. Louis R. R.....	2,757	1,496	3,821
Louisville & Nashville R. R.....	160	1,724	5,260
Southern R. R.....	42,991	82,181	88,488
Baltimore & Ohio S.-W. R. R.....	16,980	88,890	64,598
Chicago & Alton R. R.....	64,075	119,595	198,006
Cleveland, Cln., Chicago & St. Louis R. R.....	27,782	119,865	157,715
Vandalia R. R.....	18,481	46,819	81,861
Wabash R. R. (East).....	145,905	18,177	124,806
Toledo, St. Louis & Western R.R.....	86,450	225,169	115,810
Chicago, Peoria & St. Louis R. R.....	49,941	118,895	122,438
Chicago, Burlington & Quincy R. R.....	7,729	14,617	15,877
St. Louis, Keokuk & Northwestern R. R.....	6,085	4,677	4,052
Chicago & Eastern Illinois R. R.....	9,285	.....	.....
Other Roads.....	179	216	219
Upper Mississippi and Illinois River Boats.....	198	288	67
Total bales.....	479,546	737,404	883,554
Deduct for round half bales.....	1,706	2,884	91,577
Net bales.....	477,840	735,019	791,977

SHIPMENTS TO UNITED STATES PORTS AS REPORTED
BY ST. LOUIS COTTON EXCHANGE.

	Bales.		Bales.
To Boston.....	42,880	To Interior points.....	414,227
" Providence	1,242	" Norfolk	228
" New York	11,998	" Portland, Maine.....	2,015
" Philadelphia.....	8,585	" Pacific Coast.....	14,580
" Baltimore	8,757	" Canada	21,978
" Louisville.....	2,070		

Since 1898-99 half round bales have been reduced to the equivalent of Standard bales.

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1904.....	57,487	52,860	6,892
1903.....	57,016	67,466	1,265
1902.....	173,718	196,876	11,715
1901.....	92,281	66,656	34,878
1900.....	67,597	111,558	8,808
1899.....	124,906	97,219	46,962
1898.....	120,605	103,205	25,077
1897.....	109,297	119,498	7,677
1896.....	111,617	100,838	17,878
1895.....	161,219	171,451	7,549

COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED
BY THE NEW ORLEANS COTTON EXCHANGE.

	1903-1904.	1902-1903.	1901-1902.
Alabama	1,000	1,050	1,200
Arkansas	705	1,000	820
Florida.....	55	55	54
Georgia.....	1,825	1,470	1,525
Louisiana.....	824	884	880
Mississippi.....	1,387	1,404	1,875
North Carolina, etc.....	568	575	550
South Carolina.....	825	950	925
Tennessee, etc.....	451	509	859
Texas and Indian Territory.....	2,876	2,881	2,968
Total crops—bales.....	10,011	10,728	10,681

VALUE OF COMMERCIAL CROP.

	Bales.	Value.
1903-1904.....	10,011,874	\$617,501,548
1902-1903.....	10,727,559	480,770,280
1901-1902.....	10,680,680	488,014,682
1900-1901.....	10,888,422	494,567,549
1899-1900.....	9,436,416	363,784,827
1898-99	11,274,840	282,772,966
1897-98	11,199,994	320,552,604
1896-97	8,757,964	321,924,837

**TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.**

MONTHS.	1903-1904.		1902-03.		1901-02.		1900-01.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September	9½	12½	8½	8 9-16	7½	8 9-16	9½	10½
October	9½	10½	8	8½	7½	8 8-16	9	10 8-16
November	10½	11½	7½	8 1-16	7 8-16	7 9-16	9 1-16	9 12-16
December	11½	12½	8	8½	7½	6 1-16	9 7-16	9 12-16
January	12½	16	8½	8½	7 12-16	8	9½	9 11-16
February	12½	16½	8½	9½	7½	8 5-16	9½	9½
March	14½	15½	9½	9 15-16	8 8-16	8½	8½	9½
April	14	15½	9½	10½	8½	9½	8 1-16	8½
May	12½	14	10½	11½	9½	9½	7 11-16	8 1-16
June	10½	12½	11½	12½	8 15-16	9½	7 11-16	8 5-16
July	10½	11	12½	12½	8½	9	8	8½
August	10½	11½	½	12½	8½	8 15-16	8	9 9-16

	1903-1904.	1902-03.	1901-02.	1900-01.
Average weight per bale	lbs.	lbs.	lbs.	lbs.
United States standard bales	507.69	508	508.48	510.28
St. Louis Receipts " "	510	510	510	511
" " round "	500	500	500	500
" " half "	250@270	260@270	250@270	250@270
Average value per bale St. Louis Receipts, 1903-04, \$65.28; 1901-02, \$43.10; 1902-03, \$49.75.				

THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.

GENERAL CROP MOVEMENT, SEASONS 1902-03 AND 1903-1904.

From New Orleans Cotton Exchange Report.

	1903-04. Bales.	1902-03. Bales.
Port receipts	7,252,222	7,724,104
Overland to mills	989,948	1,068,868
Southern consumption	1,919,252	2,000,729
Less taken by Southern mills from ports	10,111,417	10,808,218
	100,048	99,657
TOTAL CROPS	10,011,874	10,727,539
EXPORTS—		
Great Britain	2,577,977	2,851,526
France	705,059	786,679
*Continent and Obannel	2,745,009	3,032,939
Canada	89,956	128,677
TOTAL EXPORTS	6,118,001	6,800,845
Stock close of year	112,427	162,040
Northern mills takings	2,026,987	1,957,685
Average gross weight of crop bale—pounds	507.69	508

* Including Mexico, Japan and China.

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT
ST. LOUIS FOR PAST FOUR YEARS.**

ARTICLES.	1901.	1902.	1903.	1904.
Flour, receipts..... bbls.	2,170,548	2,217,685	2,340,695	2,355,560
Flour, amount manufactured bbls.	1,505,234	1,822,580	1,112,816	1,102,980
Wheat, total receipts..... bush.	20,860,805	30,667,212	23,533,800	23,148,133
Corn, " " " " " "	20,834,060	16,024,715	20,990,245	18,246,325
Oats, " " " " " "	15,728,180	20,570,245	20,409,930	17,109,295
Rye, " " " " " "	686,810	940,396	1,327,892	674,185
Barley, " " " " " "	1,939,993	2,234,504	2,633,119	3,163,000
All Grain received (including flour reduced to wheat).... "	69,827,264	80,416,654	79,428,113	72,940,958
Cotton, receipts..... bales.	913,328	766,419	577,582	608,163
Bagging, manufactured..... yards.	12,500,000	11,000,000	10,400,000	11,500,000
Hay, receipts..... tons.	251,132	213,224	298,246	270,695
Tobacco, receipts..... hhds.	52,127	56,534	51,402	53,713
Lead, receipts in pigs 80 lb. .. pigs.	1,800,235	2,007,720	2,407,605	2,373,540
Hog Product, total shipm'ts.. lbs.	396,183,896	373,668,410	393,266,040	501,815,870
Cattle, receipts..... head.	969,881	1,181,628	1,209,121	1,261,532
Sheep " " " " " "	534,115	540,443	565,836	746,109
Hogs " " " " " "	2,236,945	1,494,395	1,785,873	2,361,623
Horses and Mules, receipts... "	149,716	122,697	137,711	193,669
Lumber & Logs, " " " " " "	1,414,698,766	1,646,488,100	1,547,673,600	1,518,951,160
Wool, total receipts..... lbs.	25,877,110	26,378,080	18,766,250	18,751,770
Hides, " " " " " "	55,005,030	56,237,220	50,910,600	55,228,200
Sugar, received..... "	209,688,510	206,826,850	197,410,250	235,704,925
Molasses (including Glacés) rec'd, galls.	5,895,387	5,522,450	6,230,710	3,053,280
Coffee, received..... bags.	374,675	332,255	439,145	552,860
" " " " " " " " " " " "	133,340	120,858	94,821	50,395
Rice, receipts..... pkgs.	173,530	196,575	225,165	304,600
Coal, " " " " " " " " " " " "	4,955,228	5,706,794	6,534,785	6,993,982
Nails, " " " " " " " " " " " "	688,200	752,575	478,370	657,165
Potatoes, receipts..... bush.	2,896,059	3,641,308	2,841,872	3,890,764
Salt, " " " " " " " " " " " "	315,285	228,770	213,785	281,555
" " " " " " " " " " " "	35,280	33,650	47,030	55,265
" " " " " " " " " " " "	772,800	777,840	953,120	821,980
Butter..... lbs.	13,476,929	14,572,645	14,070,275	15,726,960
Tons of freight of all kinds received and shipped.....	28,758,664	29,737,577	35,104,193	37,429,000

STATEMENT SHOWING THE ENTIRE
RECEIPTS.

MOVEMENT IN FLOUR AND GRAIN FOR 1904.

SHIPMENTS.

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1904.

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1904—Continued.

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1904.

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1904—Continued.

PUBLIC ELEVATORS.

DESIGNATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
Central B.....	1,000,000 bush.	165,000 sacks.
East St. Louis.....	600,000 "	.....
Advance.....	600,000 "	.....
Union.....	1,000,000 "	.....
Venice.....	600,000 "	.....
Merchants'.....	400,000 "	.....
Mississippi Valley.....	1,600,000 "	.....
Burlington.....	1,800,000 "	.....
Rogers.....	600,000 "	.....
McReynolds, C.....	1,000,000 "	.....
Total, Jan. 1st, 1905.....	9,500,000 bush.	..... sacks.
" " " 1904.....	8,500,000 " "
" " " 1903.....	7,500,000 " "
" " " 1902.....	7,000,000 "	165,000 "
" " " 1901.....	8,700,000 "	265,000 "
" " " 1900.....	8,700,000 "	265,000 "
" " " 1899.....	9,100,000 "	365,000 "
" " " 1898.....	9,500,000 "	365,000 "
" " " 1897.....	10,950,000 "	365,000 "
" " " 1896.....	12,550,000 "	365,000 "
" " " 1895.....	12,100,000 "	365,000 "
" " " 1894.....	11,500,000 "	365,000 "
" " " 1893.....	11,800,000 "	365,000 "
" " " 1892.....	11,800,000 "	365,000 "

PRIVATE ELEVATORS.

RATES OF STORAGE ADOPTED BY ST. LOUIS PUBLIC ELEVATORS TO APPLY DURING 1905.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and $\frac{3}{8}$ of 1 cent per bushel, for each additional ten days or part thereof.

On Oats, $\frac{1}{2}$ of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and $\frac{3}{8}$ of 1 cent per bushel for each subsequent ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Oats.

Dumping sacks from river $\frac{1}{2}$ of 1 cent per bushel.

Dumping sacks from rail $\frac{1}{2}$ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, $2\frac{1}{2}$ cents per sack for the first five days, and 1 cent per sack for each subsequent ten days or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

FEEs FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE MISSOURI STATE INSPECTION DEPARTMENT, AND IN FORCE JANUARY 1, 1905.

Inspection and Weighing on arrival at Public Warehouse..50 cents per car.

Inspection and Weighing out of Public Warehouse.....50 cents per car.

Inspection at places other than a Public Warehouse..50 cents per car.

Inspection and Weighing into Public Warehouse from Boat,

Barge or Wagon.....50 cents per 1,000 bushels.

Inspection and Weighing out of Public Warehouse into Boat,

Barge or Wagon.....50 cents per 1,000 bushels.

Inspection and Weighing Grain in sacks..... $\frac{1}{4}$ of one cent per sack.

Reinspection of Grain from Bins in Public Warehouses..45 cts. per 1,000 bu.

On all Grain inspected at places other than a Public Warehouse and unloaded at a Public Warehouse after the expiration of five [5] days from date of first inspection, there will be an additional fee of 50 cents per car.

FEEs ADOPTED BY ILLINOIS STATE INSPECTION DEPARTMENT AND IN FORCE JANUARY 1, 1905.

FOR IN-INSPECTION.—50 cents per car load; 15 cents per wagon or cart load; 50 cents per 1,000 bushels from boats; $\frac{1}{4}$ cent per bag.

FOR OUT-INSPECTION.—50 cents per 1,000 bushels to vessels; 50 cents per car load to teams; 15 cents per wagon load.

FOR WEIGHING.—15 cents per car load in; 15 cents per car load out; 15 cents per 1,000 bushels to boats.

FLOUR.

In spite of very unfavorable conditions during the last half of 1904 and anything but advantageous conditions during the first half, the total business for the year shows an increase over last year. The Winter Wheat crop being seriously deficient and values were relatively out of line. Export trade for St. Louis mills has been almost entirely shut off since July. Notwithstanding these drawbacks the domestic trade has shown a sufficient increase to offset the falling off in other directions.

The total quantity of flour manufactured by firms located here—including both the city mills and the mills in adjoining country owned and financed here, were equivalent to 3,315,761 barrels against 3,176,185 during 1903. Receipts of flour were 2,355,560 in 1904 against 2,340,695 in 1903. The total quantity of flour handled in this market was therefore equivalent to 5,671,321 barrels in 1904 compared with 5,516,880 barrels in 1903.

The increase is in part due to the fact that in the most important respect the quality of the Winter Wheat harvested in 1904 was very satisfactory. While the general quality of the wheat berry was deficient in size and general appearance, there is little or no unsound wheat coming into market. Winter Wheat flours throughout the season have been exceptionally sound and the character of the wheat also shows more than ordinary strength in the flour product. The deficient weight of the wheat and the number of grains not fully developed or shrunken have shown themselves in the higher figures of yield, that is, the higher quantity of wheat necessary to make a barrel of flour and the equivalent greater weight of feed manufactured. Fortunately the feed market has remained at a high level, and Winter Wheat mills here have found the season fairly profitable.

St. Louis mills continue to make high grades of Hard Winter Wheat flour, and perhaps if accurate statistics could be had, it would appear that the percentage of this description of grain used here for milling purposes is steadily increasing.

The table of monthly stocks of flour in store for three years is interesting as an indication of the activity or dullness of the market. When stocks are small it is very good evidence that the milling capacity is not in excess of the demand. On the contrary, an increasing stock in store indicates more or less sluggishness in the market. The table shows that at no time has there been in the last three years any excessive stock here considering the size of the market. The receipts and shipments of flour show a fair increase over the business of 1903, being the largest on record.

In the matter of exports of flour from the whole United States, the figures of the Treasury Department show a falling off of more than eight million barrels up to December 31st. St. Louis mills shared in this decrease of the export business.

The table of foreign shipments via Atlantic and Gulf ports show that in 1901 flour equivalent to 1,189,321 barrels was shipped from this city, while in 1904 the quantity amounted to 766,612 barrels. The fact that in the meantime the total flour business of the city has increased steadily is evidence that the millers are holding their own admirably with domestic trade, and probably also shows that the consumption of flour in this country is increasing pro rata that is, more rapidly than the population. The total quantity of flour inspected by the Merchants' Exchange officials shows an increase over the last two years. The comparative table of prices for various grades reflects the rapid fluctuation in the wheat market throughout the year. From January, 1904, to January, 1905, there was a more or less irregular advance of fully \$1.00 per barrel in the value of flour—prices having touched the lowest point of the year on the first mentioned date. Since January, 1904, the lowest prices were at the end of July, and from that date forward there has been a pretty nearly uniform advance. Millers report that throughout the season the quality of their brands has given the very best of satisfaction in the trade. St. Louis Soft Winter Wheat Flour still commands a high premium everywhere and is eagerly sought for in about the same markets that have been accustomed to it for many years. There have been quite a large number of individual export shipments which were more particularly noticeable from the fact that they were made at times when the actual market prices were prohibitive on their face. The reputation of the brands in the hands of European buyers has carried the grade fairly through the season so that with the advent of a more favorable year there is no reason to doubt that the export demand will assume something like normal proportions. In West Indian and other American markets, there has been a large increase of business this year compared with 1903. To Cuba the exports increased over 100,000 barrels and to Porto Rico 25,000 barrels. To British American provinces there was a slight decrease, probably to be accounted for by the cheaper wheat from the Northwestern fields.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1904.	Barrels Manuf. 1903.	Barrels Manuf. 1902.
Geo. P. Plant Milling Co.....	Plant's Roller A	2,500	803,315	854,955	877,794
Kehlor Flour Mills Co.....	Kehlor.....	3,000	294,000	281,900	284,500
Regina Flour Mills Co.....	Regina.....	1,000	.....	.....	54,271
Washburn Crosby Co.....	Victoria.....	1,200	182,000	108,900	102,000
Hezel Milling Co.....	East St. Louis..	500	102,294	106,700	112,018
Saxony Mill Co.....	Saxony.....	900	81,071	98,728	118,060
Sessinghaus Milling Co.....	Jefferson.....	500	82,100	108,883	112,989
H. B. Eggers & Co.....	Meramec.....	500	91,200	85,400	93,480
Carondelet Milling Co.....	Carondelet.....	200	17,000	22,400	23,400
J. B. Buss.....	Buss.....	325	.....	.....	45,018
Total.....	.....	10,625	1,102,980	1,112,816	1,322,531

**FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-
ZENS OF ST. LOUIS, MEMBERS OF THE
MERCHANTS' EXCHANGE.**

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1904.
Kehlor Flour Mills Co.....	Rex.....	Kansas City.....	5,000	549,000
E. O. Stanard Milling Co....	Alton City.....	Alton, Ill.....	2,000	404,438
E. O. Stanard Milling Co....	Empire.....	Dallas, Tex.....	1,200	220,734
Camp Spring Mills Co.....	Camp Spring...	Nashville, Ill....	1,000	250,000
John F. Meyer & Sons.....	Queen City.....	Springfield, Mo..	600	104,986
Mar. Bernheimer M. & M. Co	Banner Mills...	Clinton, Mo.....	600	150,000
Jno. F. Meyer & Sons.....	Model.....	Springfield, Mo..	.....	106,216
Hunter Bros. Milling Co....	Farmers'.....	Edwardsville, Ill	800	113,250
Washington Flour Mill Co..	Regina.....	Washington, Mo..	400	47,180
Bernet, Craft & Kauffman Milling Co.....	President.....	Mt. Carmel, Ill..	1,000	170,127
Bernet, Craft & Kauffman Milling Co.....	Palmyra.....	Palmyra, Mo....	150	42,800
Bernet, Craft & Kauffman Milling Co.....	Mt. Olive.....	Mt. Olive, Ill....	400	54,600
Total.....	.....	.....	.....	2,212,781

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR A SERIES OF YEARS.**

STOCK OF FLOUR IN STORE DEC. 31st, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1864	68,600	1884	68,927
1868	62,340	1888	80,015
1872	56,540	1892	127,737
1876	60,732	1896	70,180
1880	64,608	1900	87,400
1884	76,067	1904	98,780
1888	79,628	1908	99,670
1892	55,686	1912	124,200
1896	62,296	1916	119,450
1900	75,686	1920	114,630

MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.

Month.	1904. bbls.	1908. bbls.	1912. bbls.	Month.	1904. bbls.	1908. bbls.	1912. bbls.
January 1st	52,240	71,406	60,782	July 1st	46,100	87,880	40,080
February 1st	61,000	54,673	57,265	August 1st	30,200	45,700	37,181
March 1st	58,800	44,900	56,500	September 1st	35,800	52,480	38,700
April 1st	61,665	69,958	50,598	October 1st	48,668	48,870	28,982
May 1st	58,200	89,525	50,960	November 1st	47,870	61,800	51,621
June 1st	50,450	40,160	50,555	December 1st	68,600	52,874	56,540

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1903.	1904.	Months.	1903.	1904.
January.....	150,785	227,055	January.....	234,791	315,480
February.....	171,505	246,625	February.....	288,028	353,500
March.....	185,835	234,830	March.....	296,993	354,895
April.....	169,010	128,530	April.....	242,405	198,796
May.....	185,520	185,755	May.....	214,900	187,805
June.....	106,970	126,295	June.....	126,120	197,715
July.....	187,645	88,585	July.....	218,850	182,225
August.....	200,515	258,780	August.....	260,915	303,080
September.....	254,185	244,690	September.....	338,155	285,640
October.....	241,825	276,770	October.....	382,770	341,120
November.....	276,190	215,905	November.....	290,075	316,990
December.....	280,970	198,080	December.....	284,565	330,445
Total bbls.....	2,840,695	2,855,560	Total bbls.....	3,127,096	3,806,196

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '87,	1,006,443 bbls.	Year ending June 30, '96,	1,
" " 30, '88,	994,021 "	" " 30, '97,	1,
" " 30, '89,	921,266 "	" " 30, '98,	1,
" " 30, '90,	1,340,317 "	" " 30, '99,	1,
" " 30, '91,	1,297,545 "	" " 30, 1900,	1,
" " 30, '92,	1,431,990 "	" " 30, 1901,	2,
" " 30, '93,	1,397,408 "	" " 30, 1902,	2,
" " 30, '94,	1,143,435 "	" " 30, 1903,	2,
" " 30, '95,	1,119,896 "	" " 30, 1904,	2,

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1903.	1904.	Direction.	1903.	1904.
Eastern Railroads.....	407,720	258,710	Direct for export, via Atlantic ports.....	300,105	208,844
Illinois River.....		1,140	Direct for export, via Gulf ports.....	576,796	557,768
Western Railroads.....	1,274,535	1,390,065	To Eastern points.....	468,770	753,256
Southern Railroads.....	148,820	185,110	Southern points.....	1,753,668	1,673,600
Lower River Boats.....	8,980	4,820	Western points.....	87,487	81,120
Northern Railroads.....	488,075	572,750	Northern points.....	9,890	51,610
Upper River Boats.....	14,705	7,905			
Missouri River Boats..	2,910	40			
Total bbls.....	2,840,695	2,855,560	Total bbls.....	3,127,096	3,806,196

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1901. Bbls.	1902. Bbls.	1903. Bbls.	1904. Bbls.
New York.....	4,092,711	4,149,129	4,281,084	2,672,766
Boston and Charlestown	1,496,168	901,825	767,044	610,108
Philadelphia	2,287,527	2,521,791	2,664,177	1,256,151
Baltimore.....	824,958	3,074,335	3,489,618	1,281,266
New Orleans.....	668,222	612,290	1,874,844	724,387
San Francisco.....	1,091,790	1,090,876	750,419	744,885
Chicago.....	18,675	36,898	7,204	19,558
Duluth and Superior.....	337,977	520,585	632,176	424,260
Portland and Falmouth .....	.....	129,020	174,796	62,276
Puget Sound.....	1,185,470	1,630,555	1,966,841	1,608,557
Portsmouth and Norfolk.....	478,529	173,676	153,626	98,098
Willamette.	643,326	691,471	1,037,636	730,154
New Port News.	2,757,889	1,954,483	1,044,044	678,836
Galveston	143,673	145,075	588,516	167,801
Mobile	290,909	261,818	268,695	356,616
Other Points.....	569,626	105,714	832,691	42,839
Total	19,352,330	17,998,531	19,554,141	11,468,503

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1901. Bbls.	1902. Bbls.	1903. Bbls.	1904. Bbls.
St. Louis.....	2,170,548	2,217,685	2,340,695	2,355,560
New York.....	6,863,242	6,898,734	7,636,338	6,879,493
Boston.	2,477,072	1,945,758	1,868,743	1,775,458
Baltimore	3,862,432	3,757,255	4,395,959	2,096,709
Cincinnati	3,031,743	2,408,058	1,553,704	1,524,700
Milwaukee	2,919,300	3,681,400	3,307,995	2,301,705
Minneapolis	240,779	246,241	291,651	352,093
Toledo	680,416	700,000	625,000	450,000
Buffalo	11,053,439	12,026,616	11,243,027	6,160,965
Chicago	10,232,285	7,395,207	7,760,227	8,839,200
Philadelphia	3,485,022	4,213,907	3,882,434	2,261,053
New Orleans.....	535,371	551,145	528,471	505,423
Detroit	337,550	373,800	292,301	322,100
Peoria.	940,197	1,017,620	826,205	919,800
San Francisco	1,675,007	1,743,553	1,366,976	1,295,590
Montreal.	1,031,825	1,043,016	1,313,497	1,007,086
Duluth and Superior	4,785,300	6,907,765	4,729,300	2,899,600
Cleveland	1,060,350	851,430	812,999	1,261,970
Indianapolis	246,065	325,043	1,306,096	276,099
Tacoma .....	.....	415,220	.....	.....
Galveston.....	.....	270,104	660,047	167,801

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1904. Bbls.	1903. Bbls.	1902. Bbls.	1901. Bbls.
Minneapolis	18,652,735	15,581,805	16,260,105	15,921,880
St. Louis	1,102,980	1,112,316	1,322,530	1,505,234
Baltimore	212,701	350,378	384,758	349,735
Philadelphia	675,696	612,800	600,000	536,000
Milwaukee	1,320,616	1,443,420	1,755,051	1,939,966
Buffalo .....	.....	990,103	965,662	895,050
Toledo	875,000	1,308,000	1,600,000	.....
Detroit.....	591,000	570,000	313,000	563,400
Chicago	600,000	838,878	1,262,224	1,280,000
Duluth and Superior.....	835,720	1,178,695	1,809,620	860,605
Kansas City	1,595,106	1,535,460	1,298,359	1,430,684
Peoria	89,588	90,000	107,000	112,000
Cincinnati .....	.....	431,067	416,293	416,805
Cleveland.....	200,000	175,000	.....	180,000
Indianapolis.....	434,959	519,845	665,614	596,504
Nashville, Tenn.....	586,511	714,769	988,376	877,481
Galveston.....	.....	195,000	172,240	200,000
Tacoma.....	1,000,000	.....	.....	.....
California*	2,188,238	.....	.....	.....

*For year ending June 30th, 1904.

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

	1904. Bbls.	1903. Bbls.	1902. Bbls.	1901. Bbls.
January	13,755	8,464	10,648	14,190
February	11,586	8,930	11,065	11,463
March	12,128	11,163	9,027	17,147
April.....	8,832	10,958	9,228	14,672
May	11,029	10,294	8,134	12,659
June	14,618	8,007	8,090	14,201
July.....	16,776	13,506	8,917	9,810
August.....	13,656	11,745	12,014	15,446
September.....	11,524	8,845	10,547	11,840
October.....	12,189	12,087	13,662	13,465
November	13,008	11,188	14,503	16,085
December.....	13,490	9,416	9,840	8,600
Total bbls	152,491	124,608	134,675	159,578

AUGUST RUMP, Inspector.

STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1904.

CITIES.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	150,000	185,000	155,000	175,000	210,000	180,000	170,000	160,000	145,000	117,000	130,000	185,000
New York.....	127,000	89,570	73,500	60,200	192,000	166,100	185,500	73,900	54,300	96,400	94,100	186,200
Chicago.....	17,700	20,250	84,250	41,000	29,250	36,800	59,500	30,750	30,150	30,000	30,500	52,500
St. Louis.....	52,240	61,000	56,900	61,605	52,200	50,450	46,100	30,200	25,300	49,995	47,870	63,600
Toledo.....	4,000	6,000	6,500	7,000	7,000	6,000	5,000	4,000	4,000	8,500	12,000	15,000
Baltimore.....	48,000	51,000	26,000	48,000	44,000	42,000	40,000	36,000	37,000	58,000	57,000	59,000
Detroit.....	12,000	11,000	12,000	6,000	8,000	8,000	9,000	7,000	12,000	12,000	12,000	11,000
Boston.....	70,691	53,186	50,706	87,787	90,753	68,649	77,830	67,979	49,320	55,004	73,794	104,426
Milwaukee.....	24,000	45,900	49,000	57,400	78,200	20,000	51,250	56,100	50,570	59,100	68,300	65,789
Duluth.....	29,000	80,000	58,000	140,000	300,000	472,000	273,000	248,000	200,000	230,000	362,000	171,000
Totals, bbls.....	524,631	562,765	636,456	720,052	1,012,100	1,052,909	907,200	712,829	611,140	679,670	857,000	925,205

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1902, 1903 AND 1904,
ON THROUGH BILLS OF LADING.

CITIES.	1902.	1903.	1904.
France.....	235	71,659	8,790
Finland.....	15,324	46,124	1,612
Portugal.....	6,030	1,460	575
South Wales.....	350	500	1,946
Mexico.....	900	1,946	1,946
Porto Rico.....	15,431	71,659	8,790
South Africa.....	15,431	71,659	8,790
West Indies.....	15,431	71,659	8,790
Russia.....	15,431	71,659	8,790
Switzerland.....	15,431	71,659	8,790
Totals, bbls.....	524,631	907,200	679,670

WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR
PER BARREL FOR 1904.

1904.		Patents.	Extra Fancy.	Clear.	Low to Medium.
January	2.....	4.25@4.40	3.85@3.95	3.80@3.60	2.85@2.90
"	9.....	4.35 4.50	3.95 4.05	3.80 3.60	2.85 2.90
"	16.....	4.35 4.50	4.00 4.10	3.80 3.60	2.85 2.90
"	28.....	4.45 4.60	4.05 4.15	3.50 3.60	2.85 2.90
"	30.....	4.50 4.60	4.10 4.20	3.50 3.60	2.85 2.90
February	6.....	4.60 4.70	4.20 4.25	3.60 3.75	2.50 3.00
"	18.....	4.80 4.90	4.40 4.50	3.75 3.90	2.50 3.00
"	20.....	5.10 5.25	4.75 4.85	4.10 4.25	2.75 3.25
"	27.....	5.25 5.40	4.90 5.00	4.25 4.35	2.75 3.25
March	5.....	5.15 5.30	4.80 4.90	4.20 4.30	2.75 3.25
"	12.....	4.85 5.00	4.55 4.65	3.90 4.10	3.00 3.25
"	19.....	4.85 5.00	4.50 4.65	3.90 4.10	3.00 3.25
"	26.....	4.90 5.00	4.55 4.65	3.85 4.05	2.75 3.25
April	2.....	4.90 5.00	4.55 4.65	3.85 4.05	2.75 3.25
"	9.....	4.90 5.00	4.55 4.65	3.85 4.05	2.65 3.25
"	16.....	4.90 5.00	4.55 4.65	3.85 4.05	2.65 3.25
"	23.....	4.80 4.90	4.45 4.55	3.80 4.00	2.65 3.25
"	30.....	4.80 5.00	4.45 4.60	3.80 4.00	2.65 3.25
May	7.....	4.85 5.00	4.50 4.60	3.80 4.00	2.65 3.25
"	14.....	4.85 5.00	4.50 4.60	3.80 4.00	2.65 3.25
"	21.....	5.00 5.10	4.60 4.70	3.90 4.10	2.75 3.25
"	28.....	4.90 5.05	4.50 4.60	3.90 4.10	2.75 3.35
June	4.....	4.90 5.05	4.50 4.60	3.90 4.10	2.75 3.35
"	11.....	4.75 4.90	4.40 4.50	3.90 4.10	2.75 3.35
"	18.....	4.75 4.90	4.40 4.50	3.90 4.10	2.75 3.35
"	25.....	4.75 4.90	4.40 4.50	3.90 4.10	2.75 3.35
July	2.....	4.75 4.90	4.40 4.50	3.90 4.10	2.75 3.35
"	9.....	4.90 5.00	4.40 4.55	3.90 4.10	2.75 3.35
"	16.....	5.00 5.10	4.50 4.60	3.90 4.10	2.75 3.35
"	23.....	4.50 4.65	4.10 4.15	3.60 3.75	3.00 3.25
"	30.....	4.40 4.60	4.00 4.10	3.60 3.75	3.00 3.25
August	6.....	4.65 4.80	4.35 4.45	3.85 4.00	3.00 3.25
"	13.....	4.80 5.00	4.50 4.60	3.85 4.10	3.00 3.25
"	20.....	5.30 5.50	4.90 5.00	4.20 4.45	3.25 3.50
"	27.....	5.30 5.50	4.90 5.00	4.20 4.45	3.25 3.50
September	3.....	5.30 5.50	4.90 5.00	3.90 4.25	3.00 3.50
"	10.....	5.30 5.50	4.90 5.00	3.90 4.25	3.00 3.50
"	17.....	5.50 5.75	5.15 5.30	4.10 4.45	3.10 3.75
"	24.....	5.50 5.75	5.20 5.30	4.15 4.50	3.25 3.75
October	1.....	5.50 5.75	5.15 5.30	4.15 4.50	3.25 3.75
"	8.....	5.40 5.65	5.10 5.20	4.10 4.40	3.25 3.75
"	15.....	5.50 5.75	5.20 5.30	4.20 4.50	3.25 3.75
"	22.....	5.45 5.70	5.15 5.25	4.20 4.50	3.25 3.75
"	29.....	5.40 5.65	5.10 5.25	4.20 4.50	3.25 3.75
November	5.....	5.35 5.60	5.05 5.20	4.20 4.50	3.25 3.75
"	12.....	5.30 5.55	5.00 5.10	4.20 4.50	3.25 3.75
"	19.....	5.25 5.50	4.95 5.05	4.20 4.50	3.25 3.75
"	26.....	5.20 5.45	4.90 5.05	4.20 4.50	3.25 3.75
December	3.....	5.25 5.45	4.95 5.05	4.20 4.50	3.25 3.75
"	10.....	5.25 5.50	4.95 5.05	4.25 4.60	3.40 3.80
"	17.....	5.25 5.50	4.95 5.05	4.25 4.60	3.40 3.80
"	24.....	5.25 5.50	4.95 5.05	4.25 4.60	3.40 3.80
"	31.....	5.25 5.50	4.95 5.05	4.25 4.60	3.40 3.80

§ Prices are for New Wheat Flour.

GRAIN.

The grain crops of 1904 were up to the average, except for wheat, aggregating 4,081,459,526 bushels as compared with 3,807,317,766 bushels in 1903 and 4,345,138,647 in 1902.

The average yield per acre and productions as given by the Department of Agriculture were as follows :

CROPS.	Acreage.	Yield per Acre.	PRODUCTION.	Price per Bushel	FARM VALUE.
		Bushels.	Bushels.	Cents.	
Winter Wheat	26,865,855	12.4	832,965,846	97.8	\$ 825,611,878
Spring Wheat	17,209,020	12.8	219,464,171	84.2	184,878,501
Corn	92,281,581	26.8	2,467,480,984	44.1	1,087,461,440
Oats.....	27,842,669	32.1	894,595,552	31.3	279,900,018
Rye	1,792,673	15.2	27,234,565	68.8	18,745,548
Barley	5,145,878	27.2	139,748,958	42.0	58,651,807

The yield as compared with previous years was as follows :

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1904.....	552,399,517	2,467,480,984	894,595,552	27,234,565	139,748,958	4,081,459,526
1903.....	637,821,835	2,224,176,925	784,094,199	29,863,416	131,861,891	3,807,317,766
1902.....	670,063,008	2,528,648,312	987,842,712	33,630,592	134,954,023	4,345,138,647
1901.....	748,460,218	1,522,519,891	736,808,724	30,344,830	109,982,924	3,148,066,587
1900.....	523,229,505	2,105,102,516	809,125,989	23,995,927	59,925,833	3,519,379,770
1899.....	547,308,848	2,078,143,933	796,177,713	23,961,741	78,831,563	3,518,968,796
1898.....	675,143,705	1,924,154,660	730,906,643	25,657,522	55,792,257	3,411,689,787

Farm values for several years compare as follows :

	1901.	1902.	1903.	1904.
Corn.....	\$921,555,768	\$1,017,017,349	\$952,868,801	\$1,087,461,440
Wheat	467,350,156	422,224,117	443,024,826	510,489,874
Oats.....	293,658,777	303,584,852	267,661,665	279,900,018
Rye	16,909,742	17,030,793	15,993,871	18,745,543
Barley.....	49,705,163	61,898,634	60,166,313	58,651,807
Hay	506,191,539	542,036,364	556,376,880	529,107,625
Potatoes	143,979,470	134,111,436	151,638,490	150,673,392

It will be noticed that corn is the most valuable product, and that hay and wheat are the next.

The exports of grain from the United States for the past six years compare as follows :

YEAR.	WHEAT. Bushels.	CORN. Bushels.	Oats. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1904.....	13,015,894	46,851,290	1,192,833	94,451	8,320,082	68,978,555
1903.....	73,145,273	91,254,690	1,461,826	2,758,405	9,514,143	178,184,337
1902.....	129,466,280	18,723,960	5,976,708	4,855,264	8,712,874	167,735,081
1901.....	179,201,418	102,359,089	25,929,048	2,617,570	8,666,110	318,773,235
1900.....	99,073,153	190,386,489	32,133,242	1,996,785	12,319,162	336,964,831
1899.....	109,635,161	206,135,233	41,065,123	4,353,340	16,949,846	378,657,702

The Grain business of St. Louis was not entirely satisfactory, being some six million bushels less than the previous year. Although the wheat crop was a short one, being the smallest since 1900, the receipts at this point were nearly as large as during 1903. The shortage was principally in corn and oats. St. Louis still holds third place in amount of grain handled at primary markets.

Receipts for the past five years compare as follows:

	1904.	1903.	1902.	1901.	1900.
Wheat, bushels.....	23,148,133	23,533,800	80,667,212	20,860,805	19,786,610
Corn, "	18,246,325	20,990,245	16,024,715	20,834,060	25,618,410
Oats, "	17,109,295	20,409,930	20,570,245	15,728,180	13,257,925
Rye, "	674,185	1,327,892	940,396	636,810	475,355
Barley "	3,163,000	2,633,119	2,234,504	1,939,998	2,011,560
Total, bushels....	62,840,938	68,894,985	70,437,072	60,049,798	61,144,805

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1904.....	72,940,958	1898.....	60,384,608	1892.....	80,548,136
1903.....	79,428,113	1897.....	63,581,864	1891.....	68,835,754
1902.....	80,416,654	1896.....	57,203,249	1890.....	77,795,322
1901.....	69,817,294	1895.....	37,410,330	1889.....	68,466,596
1900.....	69,556,619	1894.....	51,646,405	1888.....	51,105,121
1899.....	55,058,154	1893.....	66,348,786	1887.....	48,848,562

The relative position of the ten principal primary receiving points is shown by the following table:

	1904—bush.	1903—bush.	1902—bush	1901—bush.
Chicago.....	225,719,957	240,547,173	185,735,374	245,207,653
St. Louis.....	62,340,938	68,894,986	70,437,072	60,049,798
Minneapolis.....	130,555,850	124,562,810	112,889,660	114,817,400
Peoria	34,286,700	34,855,870	34,776,815	6,609,466
Kansas City.....	58,850,900	61,749,000	48,869,000	46,768,600
Milwaukee	37,407,610	33,168,305	32,896,177	38,710,300
Toledo	19,924,110	25,699,618	26,491,302	26,324,836
Duluth and Superior ...	46,142,089	41,337,622	49,807,816	51,217,696
Detroit.....	15,330,062	12,589,904	12,323,840	12,387,116
Cincinnati.....	22,647,597	20,581,882	20,122,812	26,667,371

WHEAT.

St. Louis is the leading Soft Winter wheat market of the country, and controls largely the marketing of this grade of wheat. A considerable amount of Hard Winter is also received, and finds ready sale. Receipts during the year were 23,148,133 bushels, being practically the same as for the previous year. Receipts from the West aggregated 11,008,181 bushels,

and from the North and Northwest 8,454,794 bushels. A feature of the trade was the receipt of a considerable amount of Red and White from the Pacific Coast.

Inspections for the last three years show the relative amount of each grade received to have been as follows:

Wheat.		1904.	1903.	1902.
Soft Winter.....	Cars....	14,386	17,985	25,916
Hard Winter.....	"	8,755	6,083	4,740
Spring.....	"	802	717	580
Mixed.....	"	664	646	220
Colorado.....	"	304	.....	.....
Other Grades.....	"	67	.....	.....
Soft Winter.....	Sacks....	441,121	158,920	1,067,203
Other Grades.....	"	1,357	.....	.....

Shipments aggregated 24,040,540 bushels, of which only 37,033 bushels were exported by rail via Atlantic Coast, none going by river. The balance was shipped to the East and South for consumptive purposes.

Values of Cash No. 2 were quoted from 90 to 97 cents during January; reaching \$1.12½ in February; ranging from \$1.04 to \$1.07½ in March; closing in April from 98 cents to \$1.05, and in May at \$1.10. During June the range was from \$1.00 to \$1.08; in July, after the middle of the month, prices weakened, closing at 92 to 92¾ cents; rising again in August and still more in September, the highest quotation being \$1.21, and from \$1.13½ to \$1.21 in October; from \$1.12½ to \$1.16½ in November; from \$1.13½ to \$1.17½ in December, closing at the latter price.

Receipts of wheat at the principal primary markets for the past three years compare as follows:

	1904—Bu.	1903—Bu.	1902—Bu.
Minneapolis	86,935,980	86,040,070	88,762,120
Chicago.....	24,457,347	27,124,585	37,940,953
Kansas City.....	39,159,900	38,322,000	24,018,400
Duluth and Superior	26,685,205	29,091,142	42,406,923
St. Louis	23,148,133	23,533,800	30,667,212
Milwaukee	8,240,860	9,031,615	9,426,200
Toledo.....	4,722,280	5,729,513	13,100,260

The crop of the surplus wheat States for the three years were as follows:

	1904—Bu.	1903—Bu.	1902—Bu.
Kansas.....	65,019,471	87,249,557	45,827,495
Minnesota	68,344,256	70,652,597	79,752,404
Nebraska	31,453,943	42,157,560	52,726,451
Iowa	11,266,220	12,531,304	14,869,245
South Dakota....	31,556,784	47,252,994	43,973,033
Missouri	27,163,141	22,194,614	56,266,494
Illinois	21,542,421	16,571,940	32,601,932
Wisconsin	7,483,563	8,365,335	9,655,094
North Dakota...	53,892,193	55,240,580	62,872,241

CORN.

The crop of 1904 was the largest grown, with the exception of the crop of 1902, amounting to 2,467,480,934 bushels. Receipts at this market were 18,246,325 bushels, a considerable falling off from the previous year. Receipts were largely from the West and Northwest, with fair supply from east of the river.

Shipments amounted to 16,770,368 bushels, of which 279,776 bushels were exported, principally to Cuba; 14,435,323 going to the South for consumption.

Values for No. 2 ranged from 44 to 50 cents for the first four months; from 48 to 54 in May; from 47 to 50 in June; up to 52 in July; reaching 55 in August; 51 to 55 in September and October; 49 to 55 in November, and closing in December at 44½ cents.

Receipts at the principal primary markets were as follows:

RECEIPTS OF CORN.

	1904. Bushels.	1903. Bushels.	1902. Bushels.	1901. Bushels.
Chicago	100,543,207	98,545,534	50,622,907	84,136,637
St. Louis.....	18,246,325	20,990,245	16,024,715	20,834,060
Peoria..	19,576,000	21,034,970	18,276,649	19,604,566
Kansas City.....	14,187,600	16,282,800	16,092,800	13,488,850
Toledo.....	7,777,447	12,882,902	5,950,791	10,969,528
Detroit.....	4,975,154	3,798,303	2,069,537	3,266,974
Milwaukee.....	2,964,950	2,308,500	2,701,220	3,425,800
Cincinnati.....	12,848,217	10,453,465	7,910,048	11,593,425
Indianapolis.....	8,104,500	7,233,750	6,599,520	5,698,050

The crops of the corn surplus States for three years, as reported by the Department of Agriculture, are as follows:

	1904—Bush.	1903—Bush.	1902—Bush.
Ohio.....	99,628,555	88,095,757	121,608,512
Indiana	143,396,852	142,580,886	171,332,141
Illinois	344,133,680	264,087,431	372,436,416
Iowa.....	308,039,266	229,218,220	297,686,016
Missouri.....	151,522,643	202,839,584	264,232,605
Kansas.....	184,609,669	171,687,014	222,805,621
Nebraska	260,942,835	172,379,532	252,520,173
Total	1,437,273,000	1,270,888,424	1,702,621,485

OATS.

The crop of 1904 was 894,595,552 bushels, the largest ever grown, with the exception of the crop of 1902. St. Louis received 17,109,295 bushels, against 20,409,993 bushels in 1903. Of this amount 7,597,025 bushels came from the North and Northwest, and 2,947,710 bushels from the West.

The bulk of the shipments went to the South for consumption.

No. 2 was quoted at 37½ to 41 cents in January; 41 to 44 in February; 42 to 44 in March; 41 to 44 in April; 42 to 43 in May; 41 to 43 in June; 34 to 41½ in July; 32½ to 36 in August; 32½ to 34 in September; 30 to 33 in October; 31 to 32 in November and December, closing at 32 cents.

The Oat crops of the Western States for four years compare as follows:

	1904. bush.	1903. bush.	1902. bush.	1901. bush.
Iowa	122,323,200	84,133,944	124,638,337	122,304,564
Minnesota	85,178,503	68,809,174	82,259,697	65,734,027
Wisconsin	86,734,515	79,688,846	95,037,810	66,647,881
Illinois	117,811,952	98,525,762	153,450,423	112,531,903
Indiana	42,358,732	29,457,705	48,565,685	39,633,022
Ohio	49,733,541	30,752,419	46,409,791	35,217,378
Missouri	16,265,549	17,401,733	27,816,165	10,197,746
Kansas	16,955,087	26,011,753	31,529,123	17,332,410

RYE.

The Rye crop of 1904 was 27,234,565 bushels. Receipts at St. Louis were 674,185 bushels, the major part coming by rail from the West and Northwest. Prices of No. 2 opened in January at 53 to 56½, and ranged from 68 cents to 79 cents during the balance of the year.

BARLEY.

Receipts for Barley were 3,163,000 bushels, the largest amount ever received in this market, practically all of which was taken by home brewers and malsters.

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1890.....	1,856,883 bbls., or 58,498,114 galls.
1891.....	1,810,812 " 56,135,172 "
1892.....	1,961,449 " 60,814,919 "
1893.....	2,092,903 " 64,879,993 "
1894.....	1,931,666 " 59,881,646 "
1895.....	1,962,059 " 60,823,844 "
1896.....	2,193,735 " 63,007,358 "
1897.....	2,124,507 " 65,859,744 "
1898.....	2,040,153 " 63,204,893 "
1899.....	2,100,411 " 65,112,741 "
1900.....	2,283,603 " 70,791,693 "
1901.....	2,517,755 " 78,050,402 "
1902.....	2,707,503 " 83,932,748 "
1903.....	2,804,203 " 86,930,448 "
1904.....	3,056,170 " 94,741,270 "

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1904.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	227,055	2,000,115	2,457,950	1,509,710	115,200	489,000
February	246,526	2,542,784	2,007,085	1,651,110	128,000	578,000
March	324,520	1,834,057	1,980,955	1,683,800	55,800	515,000
April	128,520	843,895	816,575	919,550	11,700	98,000
May	185,753	607,527	2,114,875	1,411,625	27,800	202,000
June	125,298	568,528	1,399,925	1,170,150	18,099	42,000
July	88,585	2,194,724	508,100	981,400	11,790	28,000
August	258,780	4,628,868	1,010,950	2,416,000	52,679	48,000
September	244,890	8,383,952	1,097,055	1,427,245	41,967	218,000
October	278,770	2,470,100	1,124,155	1,560,800	70,778	496,000
November	215,905	1,594,180	925,105	1,018,550	121,842	868,000
December	198,080	1,194,858	1,435,585	1,053,055	41,468	821,000
By Wagon .....	.....	850,825	425,000	815,000	.....	.....
Total	2,855,580	28,149,182	18,246,525	17,109,295	674,185	3,168,000

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1904.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	515,490	2, 34	1,697,875	1,821,955	158,075	60,925
February	553,505	2, 02	2,720,082	1,478,380	172,785	40,480
March	554,595	2, 48	2,250,590	1,895,005	91,598	102,417
April	188,795	2, 00	1,584,225	1,052,015	26,410	57,790
May	167,805	2, 00	1,432,218	1,186,960	86,790	53,000
June	197,715	1, 55	1,578,044	1,057,205	18,722	25,500
July	152,225	2, 05	700,090	853,605	10,858	22,918
August	802,090	2, 48	797,635	989,560	6,109	24,908
September	265,640	2, 91	991,420	1,015,450	87,568	15,745
October	541,120	2, 50	1,181,090	899,815	66,427	89,720
November	515,990	1, 07	768,160	905,825	108,680	47,150
December	330,468	1, 05	1,181,494	906,785	41,790	28,215
Total	5,808,199	24,040,540	16,770,368	12,690,810	701,977	498,908

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-ONE YEARS.

	Receipts.	Shipments.
1884	52,776,892	41,227,380
1885	52,579,425	38,838,580
1886	42,918,200	37,690,878
1887	48,748,563	36,003,332
1888	51,183,121	38,402,187
1889	68,448,598	64,232,700
1890	77,795,232	65,155,187
1891	68,835,754	51,350,319
1892	82,548,186	58,546,976
1893	68,848,786	51,487,000
1894	51,846,406	38,170,487
1895	37,410,330	29,389,368
1896	57,203,949	41,200,512
1897	68,581,364	48,967,028
1898	60,384,608	52,722,879
1899	55,058,154	41,028,588
1900	69,565,619	54,806,499
1901	69,817,264	59,182,871
1902	80,416,654	60,684,258
1903	79,428,118	68,977,008
1904	72,940,966	69,880,209

Since 1892, Flour is reduced to wheat at four and one-half bushels to the barrel, previous to 1892 at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1879.....	17,008,302	7,308,078	12,380,690	8,311,045	6,008,185	2,154,006	713,798	422,799	1,981,407	980,433
1880.....	21,082,976	11,318,979	29,468,077	17,571,283	8,667,078	4,668,765	468,765	378,041	2,541,868	106,318
1881.....	12,343,571	6,931,830	31,369,810	15,390,180	8,907,050	3,232,658	408,769	324,761	2,411,738	167,004
1882.....	20,774,867	12,444,080	14,541,565	9,876,976	8,128,816	4,410,011	408,797	344,570	1,318,908	86,945
1883.....	15,000,704	6,436,768	20,001,450	15,199,849	6,438,787	3,047,659	528,370	398,637	2,980,798	180,000
1884.....	16,363,809	7,177,968	19,007,326	16,533,350	7,085,961	3,082,300	526,218	700,336	2,088,541	106,781
1885.....	10,880,677	5,352,609	26,114,782	20,481,416	7,332,629	2,889,629	728,798	626,649	2,017,303	310,349
1886.....	12,309,304	2,623,662	16,867,071	11,343,005	7,486,915	2,764,928	447,843	387,018	2,359,781	315,377
1887.....	14,810,816	6,385,908	16,576,396	12,541,178	9,764,545	2,780,739	396,798	175,363	2,082,192	391,367
1888.....	13,010,108	4,412,605	20,369,498	15,904,768	10,484,769	5,414,764	631,314	373,338	2,044,081	324,082
1889.....	18,310,491	5,351,141	24,359,781	20,949,187	11,347,340	6,305,877	679,354	600,073	2,070,307	308,172
1890.....	11,730,774	3,682,015	45,002,681	46,616,388	13,326,955	7,191,886	501,084	467,460	2,794,889	320,188
1891.....	25,423,128	14,977,215	21,530,940	14,881,808	12,422,316	7,772,258	1,149,490	669,466	2,108,546	173,893
1892.....	27,453,865	14,329,534	29,080,080	22,606,786	10,404,810	4,977,928	1,189,153	1,022,374	2,091,549	185,008
1893.....	14,843,989	7,836,884	33,809,418	29,886,437	10,054,838	4,084,378	682,789	1,608,788	1,368,746	128,612
1894.....	10,005,245	2,140,172	35,546,945	18,163,858	10,106,008	2,909,300	140,360	180,036	2,082,486	76,871
1895.....	11,275,895	7,878,612	8,773,390	6,981,399	10,486,100	4,600,574	224,581	173,398	2,184,198	45,351
1896.....	14,651,348	6,550,578	24,763,446	20,843,789	11,491,316	5,365,087	294,390	247,328	1,981,611	166,824
1897.....	12,037,735	7,400,084	31,077,440	26,817,631	12,147,285	5,890,080	712,428	869,491	1,605,811	125,191
1898.....	14,240,262	11,026,765	26,782,965	27,869,091	10,726,880	5,978,364	671,707	670,023	2,001,911	52,968
1899.....	10,426,168	4,906,437	22,244,476	20,241,978	12,604,996	6,164,506	454,790	691,643	1,409,474	77,872
1900.....	19,788,614	12,473,868	25,612,410	22,681,765	12,267,926	7,569,708	478,366	481,778	2,011,800	121,460
1901.....	20,900,905	17,013,659	30,284,000	17,718,656	15,728,130	10,511,806	696,310	690,317	1,969,908	125,301
1902.....	20,687,312	22,276,507	16,074,715	12,639,489	20,570,345	11,687,969	940,398	905,908	2,384,604	85,417
1903.....	28,523,300	18,906,761	20,920,245	20,689,531	20,409,980	14,079,148	1,377,999	1,066,416	2,463,119	208,008
1904.....	28,145,128	24,049,649	18,246,326	16,770,366	17,109,288	12,680,316	674,195	767,397	2,169,000	288,908

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1904.	1903.	Months.	1904.	1903.
January	2, 15	1, 29	January	2, 34	1, 1
February	2, 24	1, 23	February	2, 03	1, 1
March	1, 57	1, 85	.....	2, 43	1, 1
April	1, 26	1, 55	.....	2, 60	2, 1
May	2, 27	1, 06	.....	2, 00	1, 1
June	2, 38	2, 30	.....	1, 55	1, 1
July	2, 24	2, 62	.....	2, 45	1, 1
August	4, 23	2, 98	.....	2, 48	1, 1
September	3, 63	2, 30	.....	2, 81	1, 1
October	2, 00	2, 27	.....	2, 84	2, 1
November	1, 80	2, 86	.....	1, 07	1, 1
December	1, 53	6, 65	.....	1, 25	1, 1
By Wagon	25	00			
Total bushels...	28,148,183	28,588,900	Total bushels...	24,040,540	18,908,761

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1904.	1903.	1902.
The West by rail and Missouri River	11,008,181	9,266,238	16,866,970
The South by rail from west of Mississippi river	618,147	1,207,845	436,388
The South by Mississippi river boats	508,608	155,297	1,441,646
The South by rail from east of Mississippi river	622,044	419,841	544,865
The East by rail and by Illinois river	1,585,534	8,107,845	2,158,471
The North and Northwest by rail and river	8,454,794	8,882,233	8,646,838
Wagons from near the city	850,825	400,000	582,590
Total Receipts, bushels	28,148,183	28,398,000	80,667,312

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1904.	1903.	1902.
Europe direct via Atlantic and Gulf ports by rail ..	876,065	8,672,868	8,788
Europe direct via New Orleans by river	1,724,220	2,808,714	.....
East by rail (not exported)	1,797,982	4,584,678	7,800,462
South by rail (not exported)	14,867,080	11,261,889	18,865,391
To local points by rail and river	41,464	448,418	871,054
Total shipments, bushels	18,908,761	22,276,507	24,040,540

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1903.	1904.	Months.	1903.	1904.
January	8 115	1 380	.....	8 888	1,667,876
February.....	2 355	1 355	.....	1 880	2,720,082
March	8 143	1 355	.....	1 887	2,260,580
April	1 140	1 375	.....	1 858	1,684,225
May	1 380	1 375	.....	1 280	1,432,218
June.....	1 110	1 325	.....	1 480	1,578,044
July	1 725	1 100	.....	1 178	700,080
August.....	1 195	1 360	.....	.....	797,685
September.....	1 345	1 355	.....	1 150	991,480
October.....	1 385	1 155	.....	1 890	1,181,080
November.....	1 35	1 105	.....	.....	766,160
December.....	1 35	1 185	.....	.....	1,181,494
By Wagons.....	300	300	.....	.....	.....
Total bushels ..	20,990,245	18,246,825	Total bushels...	20,689,651	16,770,868

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1904.	1903.	1902.
The West by rail and Missouri River	5,183,795	7,978,990	2,762,895
The South by rail from west of Mississippi river	126,915	650,900	9,875
The South by Mississippi river boats.....	24,110	51,005	78,700
The South by rail from east of Mississippi river.....	508,100	871,280	1,020,020
The East by rail and by Illinois river.....	8,748,280	4,409,675	6,202,860
The North and Northwest by rail and river.....	8,240,125	7,188,695	5,151,945
Wagons from near the city	425,000	400,000	900,000
Total Receipts, bushels	19,246,825	20,990,245	16,094,715

DIRECTION OF SHIPMENTS FOR THREE YEARS.

	1904.	1903.	1902.
Exported via Gulf and Atlantic ports	279,376	1,568,820	1,658,572
Exported via New Orleans by river.....	.....	1,025,321	226,400
South by rail for consumption.....	14,485,828	15,925,802	9,589,750
East by rail for consumption.....	1,650,954	1,628,785	745,749
South by river for consumption.....	12,074	172,808	97,999
West by rail for consumption.....	284,590	295,855	1,069,900
To local points.....	124,550	28,860	115,290
Total shipments, bushels	16,770,868	20,689,651	18,698,459

OATS.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1903.	1904.
The West, by rail.....	8,526,885	8,648,420	2,947,710
The South, by rail from West of Mississippi River.....	5,400	90,845	99,860
The South, by Mississippi River Boats.....	850	885	400
The South, by rail from East of Mississippi River.....	1,249,670	14,905	1,268,980
The East, by rail and Illinois River.....	8,190,010	7,106,190	4,880,820
The North and Northwest, by rail and river.....	7,108,880	8,648,685	7,897,025
Wagons near the city.....	500,000	800,000	815,000
Total Receipts, bushels.....	20,570,245	20,409,980	17,109,286

DIRECTION OF SHIPMENTS.

TO	1902.	1903.	1904.
The West.....	741,400	573,840	488,945
The South, by rail.....	10,832,889	18,120,208	12,186,270
The South, by river.....	825,808	275,705	69,500
The East, by rail.....	289,220	88,250	140,980
Local points.....	19,890	20,645	24,765
Total Shipments, bushels	11,657,289	14,079,148	12,880,310

In 1897, 416,550 bushels were exported via Atlantic ports and 681,429 bushels via New Orleans.

In 1898, 4,524 bushels were exported via Atlantic seaports and 861,717 bushels via New Orleans.

In 1899, 47,949 bushels were exported via Atlantic ports and 110,699 bushels via New Orleans.

In 1900, 244,807 bushels were exported via Atlantic ports and 667,804 bushels via New Orleans.

In 1902, 809,533 bushels were exported via Atlantic ports and 28,409 bushels via New Orleans.

In 1903, 18,571 bushels were exported by rail via Atlantic and Gulf ports.

In 1904, 43,866 bushels were exported via Gulf ports.

R Y E.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1903.	1904.	Months.	1903.	1904.
January.....	177,800	115,300	Ja.....	188,207	156,075
February.....	121,784	128,000	Fe.....	104,008	172,788
March.....	209,271	55,800	Ma.....	202,422	91,508
April.....	49,126	11,700	Ap.....	145,542	25,410
May.....	26,870	27,889	Ma.....	46,906	85,790
June.....	12,180	18,099	Ju.....	6,553	18,722
July.....	49,188	11,790	Ja.....	84,545	10,868
August.....	74,844	83,879	As.....	49,151	6,109
September.....	67,800	41,267	Se.....	76,191	37,588
October.....	143,700	70,776	O.....	99,606	64,427
November.....	176,481	121,842	N.....	101,174	108,660
December.....	145,000	41,468	D.....	87,977	41,790
By Wagon.....	.....	.....	
Total bushels....	1,827,892	674,185	Total bushels....	1,066,411	767,297

SOURCES OF SUPPLY FOR THREE YEARS.

From	1901.	1902.	1903.
The West by rail.....	115,300	205,899	219,248
The South by rail from west of Mississippi river.....	6,624	2,700	900
The South by Mississippi river boats.....	585	488	8,988
The South by rail from east of Mississippi river.....	8,600	12,600	21,504
The East by rail and Illinois river.....	24,084	121,363	58,004
The North by rail and river.....	624,192	606,848	623,907
Total Receipts, bushels.....	674,185	1,827,892	940,896

250,588 bushels were exported in 1902 via Atlantic Seaboard, and 28,212 bushels via New Orleans.

36,121 bushels exported in 1903.

10,714 bushels exported in 1904.

BARLEY.**MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.**

RECEIPTS.			SHIPMENTS.		
Months.	1903.	1904.	Months.	1903.	1904.
January.....	519,000	469,000	January.....	17,650	60,925
February.....	298,000	573,000	February.....	8,435	40,480
March.....	271,000	515,000	March.....	14,110	102,417
April.....	90,000	98,000	April.....	22,023	87,790
May.....	85,000	202,000	May.....	8,820	58,060
June.....	18,000	42,000	June.....	7,228	25,500
July.....	6,000	28,000	Jr ¹.....	.....	22,818
August.....	2,000	48,000	A.....	1,915	44,908
September.....	119,000	218,000	B.....	7,652	15,745
October.....	517,000	496,000	C.....	16,285	89,720
November.....	495,000	868,000	N.....	78,586	47,159
December.....	270,119	821,000	D.....	117,948	28,215
Total bushels....	2,682,119	8,163,000	Total bushels....	296,095	499,808

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1904.	1903.	1902.
The West by rail.....	107,000	150,119	61,028
The South by rail from West of Mississippi River.....	.....	5,000	.....
The South by Mississippi River Boats.....	.....	.....	478
The East by rail and Illinois River.....	1,778,000	1,004,000	1,097,200
The North by rail and river.....	1,288,000	1,474,000	1,085,750
Total Receipts, bushels.....	8,163,000	2,682,119	2,264,504

No Canada Barley received in 1896.

18,000 bushels Canada Barley received in 1897.

No Canada Barley received in 1898.

20,000 bushels Canada Barley received in 1899.

67,517 bushels Canada Barley received in 1900.

5,000 bushels Canada Barley received in 1901.

No Canada Barley received in 1902, 1903 or 1904.

**RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.**

**EXPORTS OF DOMESTIC FLOUR AND GRAIN FROM THE UNITED STATES
FOR THE CALENDAR YEAR 1904,**

As reported by the Bureau of Statistics, Department of Commerce and Labor,
Washington, D. C.

Customs Districts.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Wheat, bush.	Wheat Flour, bbls.
Baltimore.....		7,706,287	12,084	22,560	9,895,682	.....	140,262	1,281,208
Boston and Charlestown.....	202,986	8,698,404	20,489	.....	218,100	.....	158,164	610,108
Newport News.....		1,894,544	8,472	.....	265,500	.....	.....	879,896
New York.....	2,006,155	9,488,286	250,204	269,772	7,149,268	146	425,874	2,672,786
Norfolk and Portsmouth.....		579,795	.....	.....	.....	.....	.....	98,098
Philadelphia.....	15,506	6,169,966	85,188	19,760	5,822,694	.....	8,000	1,256,161
Portland and Falmouth.....		775,515	.....	.....	84,000	88,607	119,749	62,276
Galveston.....		8,463,176	.....	40	.....	.....	8,562,104	167,901
Mobile.....		494,922	818	110,544	.....	.....	40	856,616
New Orleans.....		6,268,417	786	61,555	5,412	58,789	1,691,084	724,887
Puget Sound.....	684,466	42,020	1,069	591,287	27,174	894	1,994,550	1,606,567
San Francisco.....	8,728,619	91,886	.....	101,051	.....	1,569	1,968,800	744,856
Willamette.....	996,686	.....	.....	425	.....	.....	2,709,671	780,184
Chicago.....	89,000	8,281,841	.....	.....	144,050	.....	.....	19,898
Duluth.....	67,000	679	.....	164	.....	.....	.....	56,045
Superior.....	527,988	18,798	808	866	.....	.....	.....	868,218
Other Districts..	95,844	8,097,916	30,191	48,680	645,659	4	29,299	118,964
Total 1904...	8,415,409	46,496,607	349,406	1,220,184	28,757,494	94,455	18,015,277	11,542,616
Total 1903...	9,799,664	91,732,760	658,468	1,494,867	85,517,429	2,766,895	78,572,759	19,564,411
Total 1902...	8,712,874	18,728,960	266,861	5,968,668	67,878,584	4,955,263	129,466,280	18,827,767

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL. Two Months. BUSH.
1904.....	4,623,388	2,194,724	6,818,107
1903.....	2,858,982	2,966,198	5,825,125
1902.....	6,243,847	5,944,122	2,287,469
1901.....	8,883,249	5,591,140	9,424,869
1900.....	4,780,084	4,180,881	8,860,965
1899.....	2,107,170	1,929,118	4,036,288
1898.....	1,594,952	1,110,230	2,705,182
1897.....	2,639,971	1,261,528	8,901,499
1896.....	8,098,790	2,265,192	5,359,982
1895.....	2,858,692	1,902,850	4,256,042
1894.....	2,831,038	8,348,303	5,679,341
1893.....	2,498,228	2,207,104	4,693,332
1892.....	6,610,977	8,276,424	9,887,401
1891.....	5,194,505	8,627,928	8,832,481
1890.....	2,169,492	2,476,360	4,645,852
1889.....	8,080,898	2,330,066	5,410,957
1888.....	4,021,193	2,111,895	6,182,587
1887.....	8,094,637	4,419,464	7,514,091
1886.....	2,723,037	4,476,270	7,199,307
1885.....	2,167,175	984,858	8,152,033
1884.....	8,463,522	1,976,134	5,489,656
1883.....	8,290,267	1,299,443	4,589,710

RECEIPTS OF WHEAT BY CROP YEARS.

Bushels.				Bushels.			
Year ending June 30, 1891	12,512,960			Year ending June 30, 1898.....	12,719,825		
“ “ “ 1892	26,998,228			“ “ “ 1899.....	14,832,491		
“ “ “ 1893	26,013,638			“ “ “ 1900.....	10,211,628		
“ “ “ 1894	12,663,604			“ “ “ 1901.....	28,211,245		
“ “ “ 1895	10,126,318			“ “ “ 1902.....	19,872,546		
“ “ “ 1896.....	12,886,755			“ “ “ 1903.....	82,869,571		
“ “ “ 1897.....	11,814,494			“ “ “ 1904.....	24,293,869		

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Hard Wheat, No. 2 Corn, No. 2 Oats and No. 2 Rye, during 1904:

	No. 2 Red Wheat.	No. 2 Hard Wheat.	No. 2 Corn.	No. 2 Oats.	No. 2 Rye.
January	97 89½	84 74½	45½ 43½	41 37½	56½ 52½
February	112½ 94	100 88	48½ 44½	44 41	78 56½
March	108½ 98	97 85	49½ 44	44 40½	78½ 65
April	108 97	95 90	51½ 48	44 41	68 64
May	110 98	101 92	54 48	44 41½	78 68
June	110½ 100	95 87	50½ 47	48½ 40	70 67½
July.....	112 91	89½ 89	52½ 48½	41½ 34	71 58
August.....	114½ 91	111 90½	55 51½	38 32½	75 69
September.....	121 108½	114 104	54 51	34½ 32	76½ 72
October	121 118½	115 107	54½ 51½	38½ 30½	84 76
November	118 112½	118 107	57 48½	32 30½	84 77
December	118½ 118	112½ 109	49 42½	32½ 30½	79½ 74½

EXTREME RANGE for the year:					
Highest.....	121	115	57	44	84
Lowest.....	89½	74½	42½	30½	52½

FIRST ARRIVALS OF NEW GRAIN, 1904.—Wheat, June 20th, 1 car from Plano, Tex.; June 25th, 1 car from Oran, Scott Co., Mo.; July 5th, first lot of river Wheat, 2,000 sacks. Corn, October 20th, 1 car from Indian Territory. Oats, July 28rd, 1 car from Illinois.

CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1904.

MILLERS.	NAME OF MILL.	Capacity 24 Hours.	Corn Meal, bbls.	Hominy and Grits, bbls.	Rye Flour, bbls.
Engelke & Feiner.	Southern.....	2,000	86,320	48,712	.....
H. B. Eggers & Co..	Meramec.....	.....	.....	.....	600
Total 1904.....	86,320	48,712	600
Total 1903.....	185,008	62,800	1,010
Total 1902.....	225,714	78,082	6,075
Total 1901.....	161,288	56,570	2,750
Total 1900.....	177,280	41,680	2,800
Total 1899.....	272,648	77,400	2,400
Total 1898.....	297,808	96,416	3,450
Total 1897.....	468,171	107,790	19,800
Total 1896.....	259,655	109,689	.....
Total 1895.....	365,771	196,576	4,924
Total 1894.....	436,756	204,859	2,500
Total 1893.....	339,660	124,578	2,500
Total 1892.....	411,179	122,557	6,049
Total 1891.....	555,747	150,144	6,804

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1893.....	95,233	378,299	87,420
1894.....	96,366	306,887	56,788
1895.....	125,085	398,088	78,684
1896.....	86,260	236,499	60,306
1897.....	78,495	216,706	54,590
1898.....	147,755	412,401	68,899
1899.....	183,570	881,829	83,474
1900.....	128,125	856,180	18,748
1901.....	250,235	825,879	195,856
1902.....	249,050	848,674	91,614
1903.....	202,225	220,485	72,817
1904.....	807,620	816,181	188,975
1904.....	285,085	221,890	204,510

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1903 AND 1904.

1903.		1904.	1903.		1904.
January.....	2.80	2.80@2.40	July.....	2.70@3.80	2.75
February.....	2.80	2.40 2.50	August.....	2.60 2.70	2.75
March.....	2.80	2.50	September.....	2.50 2.60	2.75
April.....	2.80	2.50 2.75	October.....	2.80 2.50	2.75
May.....	2.80@2.50	2.75	November.....	2.80	2.60@2.75
June.....	2.50 2.80	2.75	December.....	2.80	2.40 2.60

OAT MEAL, MANUFACTURED.

Stobie Cereal Mills, 1891.....	20,102 bbls.
“ “ “ 1892.....	23,000 “
“ “ “ 1893.....	20,000 “
“ “ “ 1894.....	20,000 “
“ “ “ 1895.....	25,722 “
“ “ “ 1896.....	23,000 “
“ “ “ 1897.....	20,000 “
“ “ “ 1898.....	25,000 “
“ “ “ 1899.....	25,000 “
“ “ “ 1900.....	25,000 “
“ “ “ 1901.....	28,000 “
“ “ “ 1902.....	86,000 “
“ “ “ 1903.....	82,000 “
“ “ “ 1904.....	80,000 “

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR
TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1904	1,568,410	669	1904	1,874,070	1,312
1908	1,828,740	496	1908	1,981,598	690
1902	1,250,260	358	1902	1,206,460	621
1901	740,088	488	1901	841,665	1,552
1900	848,080	400	1900	1,078,887	908
1899	1,035,842	469	1899	986,685	1,260
1898	676,911	582	1898	579,690	809
1897	306,795	464	1897	651,309	662
1896	537,933	472	1896	1,000,575	446
1895	434,863	267	1895	707,787	340
1894	390,111	480	1894	763,483	809
1893	378,842	633	1893	748,098	1,011
1892	383,152	842	1892	746,646	765
1891	320,663	941	1891	666,521	908
1890	149,432	905	1890	891,539	726
1889	145,010	940	1889	814,474	839
1888	171,145	590	1888	623,650	538
1887	102,548	302	1887	767,856	226
1886	110,763	366	1886	890,395	335
1885	175,669	847	1885	800,881	908
1884	198,700	857	1884	711,571	1,699
1883	232,665	1,032	1883	696,498	1,361
1882	244,814	1,121	1882	560,115	1,984
1881	143,753	644	1881	602,103	1,228
1880	123,374	447	1880	539,443	1,936

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED
AND SHIPSTUFFS FOR 1904.

MONTHS.	BRAN, PER 100 LBS.		MIXED FEED, PER 100 LBS.		SHIPSTUFFS, PER 100 LBS.	
	Ots.		Ots.		Ots.	
January	79	@ 85	79	@ 89	85	@ 95
February	85	98	86	95	90	98
March	78	91	79	98	85	97
April	78	92	79	98	85	1.00
May	91	1.04	94	1.08	1.00	1.05
June	80	1.01½	80	1.00	95	1.05
July	76½	88	79	90	90	1.02
August	80	92	85½	97	98	1.05
September	80	91	87½	96	95	1.05
October	80	86½	85	90	95	1.05
November	81	88	84	89	92	1.02
December	83½	90½	87	92	92	1.00

DAILY RANGE DURING JANUARY, 1904, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE

AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1904	WHEAT.			CORN.			OATS.			RYE.	
	No. 2 RED	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	
3.....	89½@92	82½@84½	78½@81	45	44	43½@46	37½	38½@38½	.....	53	53
4.....	90	83½	80½	44	45	45	37½	38½	.....	53	53
5.....	91	83	79½	44	45½	44½	38½	38½	.....	53	nom
6.....	92	84½	80½	45	46½	45½	38½	39½	.....	53½	53½
7.....	93	84	81½	44	46½	45½	38½	39½	.....	53½	53½
8.....	94	84½	81½	44½	46½	45½	38½	39½	.....	53½	53½
9.....	95	83½	80½	44	46½	45	38½	39	.....	53½	@53½ n
10.....	96	83	79½	43½	46½	44½	38½	39	.....	53½	53½ n
11.....	97	83	79½	43½	46½	44½	38½	39	.....	53½	53½
12.....	98	83½	80½	43½	46½	44½	38½	39	.....	53½	53½
13.....	99	83½	80½	43½	46½	44½	38½	39	.....	53½	53½
14.....	100	84½	80½	44	46½	45½	38½	39	.....	53½	54
15.....	101	84½	80½	44	46½	45½	38½	39	.....	53½	54
16.....	102	84½	80½	44	46½	45½	38½	39	.....	53½	nom
17.....	103	84½	80½	44	46½	45½	38½	39	.....	53½	nom
18.....	104	84½	80½	44	46½	45½	38½	39	.....	53½	nom
19.....	105	84½	80½	44	46½	45½	38½	39	.....	53½	nom
20.....	106	84½	80½	44	46½	45½	38½	39	.....	53½	nom
21.....	107	84½	80½	44	46½	45½	38½	39	.....	53½	nom
22.....	108	84½	80½	44	46½	45½	38½	39	.....	53½	nom
23.....	109	84½	80½	44	46½	45½	38½	39	.....	53½	nom
24.....	110	84½	80½	44	46½	45½	38½	39	.....	53½	nom
25.....	111	84½	80½	44	46½	45½	38½	39	.....	53½	nom
26.....	112	84½	80½	44	46½	45½	38½	39	.....	53½	nom
27.....	113	84½	80½	44	46½	45½	38½	39	.....	53½	nom
28.....	114	84½	80½	44	46½	45½	38½	39	.....	53½	nom
29.....	115	84½	80½	44	46½	45½	38½	39	.....	53½	nom
30.....	116	84½	80½	44	46½	45½	38½	39	.....	53½	nom

DAILY RANGE DURING FEBRUARY, 1904, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING MARCH, 1904, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING APRIL, 1904, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

During the month September Corn sold at $59\frac{1}{2}$ to $59\frac{3}{4}$ ¢, and September Oats ranged from $23\frac{1}{2}$ ¢ bid down to $29\frac{1}{4}$ ¢ asked, up to $31\frac{1}{2}$ ¢.

DAILY RANGE DURING JUNE, 1904, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1904.	WHEAT.				CORN.				OATS.		RYE.	
	No. 2 Red.	JULY.	SEPT.	DEC.	No. 2.	JULY.	SEPT.	DEC.	No. 2.	JULY.	No. 2.	No. 2.
1.	1 05	@ 1 08	84 1/2	85 1/2	81 1/2	@ 82 1/2	83	83 1/2	bld	48	49	70 1/2 @ 71 n
2.	1 03	1 07	86	86 1/2	82 1/2	82 1/2	83 1/2	83 1/2	bld	49	50	69 nom
3.	1 05	1 08 1/2	86 1/2	87 1/2	82 1/2	83	83 1/2	84	bld	49 1/2	50 1/2	69 nom
4.	1 05	1 09	86 1/2	88	82 1/2	83 1/2	84	84	nom	50	50	69 nom
6.	1 05	1 09	86	86 1/2	81 1/2	82 1/2	83	83 1/2	@ 83 1/2	48 1/2	49 1/2	68
7.	1 05	1 09	85 1/2	87 1/2	81 1/2	82 1/2	82 1/2	82 1/2	nom	48 1/2	48 1/2	68
8.	1 05	1 10 1/2	85 1/2	86 1/2	81 1/2	82 1/2	82 1/2	82 1/2	83	48 1/2	48 1/2	68
9.	1 05	1 10	85 1/2	86 1/2	81 1/2	82 1/2	82 1/2	82 1/2	82 1/2	48 1/2	48 1/2	68
10.	1 05	1 08 1/2	84 1/2	85 1/2	80 1/2	81 1/2	81 1/2	81 1/2	82 1/2	48 1/2	48 1/2	70 n
11.	1 05	1 07	83 1/2	84 1/2	80 1/2	81 1/2	81 1/2	81 1/2	bld	48	49	69
13.	1 05	1 08	83 1/2	84 1/2	80 1/2	81 1/2	81 1/2	81 1/2	82 1/2	48	48 1/2	69 1/2
14.	1 04	1 07	83 1/2	83 1/2	80 1/2	81 1/2	81 1/2	81 1/2	82 1/2	47 1/2	48 1/2	nom
15.	1 00	1 07	82 1/2	83 1/2	80 1/2	81 1/2	81 1/2	81 1/2	82 1/2	47	47 1/2	nom
16.	1 00	1 05 1/2	82 1/2	83 1/2	80 1/2	80 1/2	80 1/2	80 1/2	81 1/2	47	47 1/2	nom
17.	1 00	1 05	82 1/2	83 1/2	79 1/2	80 1/2	80 1/2	80 1/2	81 1/2	46 1/2	47 1/2	68 n
18.	1 00	1 05	82 1/2	83 1/2	79 1/2	80 1/2	80 1/2	80 1/2	81 1/2	46 1/2	46 1/2	68 n
20.	1 00	1 06 n	82 1/2	83 1/2	80	80 1/2	80 1/2	80 1/2	81 1/2	46 1/2	46 1/2	68 n
21.	1 02	1 06 n	82 1/2	83 1/2	79 1/2	80 1/2	80 1/2	80 1/2	81 1/2	46 1/2	46 1/2	68 n
22.	1 02	1 06 n	82 1/2	82 1/2	79 1/2	80 1/2	80 1/2	80 1/2	81 1/2	46 1/2	46 1/2	68 n
23.	1 03	1 06 n	82 1/2	82 1/2	80 1/2	80 1/2	80 1/2	80 1/2	81 1/2	47 1/2	47 1/2	nom
24.	1 03	1 08 n	82 1/2	83 1/2	80 1/2	80 1/2	80 1/2	80 1/2	81 1/2	47 1/2	47 1/2	nom
25.	1 05	1 07 1/2	83 1/2	83 1/2	80 1/2	81 1/2	81 1/2	81 1/2	82 1/2	46 1/2	46 1/2	bld
27.	1 01	1 08	82 1/2	83 1/2	80 1/2	81 1/2	81 1/2	81 1/2	82 1/2	46 1/2	46 1/2	bld
28.	1 01	1 08	82 1/2	82 1/2	80 1/2	80 1/2	80 1/2	80 1/2	81 1/2	46 1/2	46 1/2	bld
29.	1 03	1 08	82 1/2	82 1/2	80 1/2	80 1/2	80 1/2	80 1/2	81 1/2	46 1/2	46 1/2	nom
30.	1 00	1 08	82 1/2	82 1/2	80	80 1/2	80 1/2	80 1/2	81 1/2	46 1/2	46 1/2	ask

TRADE AND COMMERCE OF

September Oats ranged during month at from 80 1/2 c to 81 1/2 c to 80 1/2 c to 80 1/2 c.

DAILY RANGE DURING JULY, 1904, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

16

*Outside rate on Old Wheat to the 15th inclusive; all New thereafter.

DAILY RANGE DURING SEPTEMBER, 1904, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

**DAILY RANGE DURING NOVEMBER, 1904, ON CASE NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

**DAILY RANGE DURING DECEMBER, 1904, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

MONTHLY RANGE OF PRICES OF OPTIONS NAMED ON WHEAT,
CORN AND OATS FOR EACH MONTH
DURING THE YEAR 1904.

MONTH.	CEREAL.	MAY, 1904.		JULY, 1904.		SEPTEMBER, 1904.		DECEMBER, 1904.	
January	Wheat.....	82½	@ 87½	78½	@ 82	....	....	....	....
	Corn.....	44	47	48½	47	....	....	....	....
	Oats	88½	41½	84	85½	....	....	....	....
February.....	Wheat.....	85	1 02½	78½	94½	50½	@ 52½	....	....
	Corn.....	47	51½	47½	58½	....	....	....	....
	Oats	41	44½	....	....	....	....	....	....
March.....	Wheat.....	87½	98½	80½	89½	79½	87½	....	....
	Corn.....	44½	49½	46½	51½	46	51	....	....
	Oats	88½	41½	...	....	....	....	....	....
April.....	Wheat.....	89	98½	80	84½	78½	82	....	....
	Corn.....	45½	49½	45½	50½	46	50½ @ ½	....	....
	Oats	87½	41½	86	88½	29½	82½	....	....
May.....	Wheat.....	96	1 10	81½	85½	79½	82½	82	@ 82½
	Corn.....	46½	51	45½	48½	45½	47½	....	....
	Oats	40	42	86½	87	80½	80½	....	....
June	Wheat.....	....	....	82	88	79½	88½	81½	84
	Corn.....	....	....	46	49½	46½	47½	41½	42½
	Oats .....	....	....	86½	87½	80½	81½	....	....
July.....	Wheat.....	....	....	82½	1 00	80½	90	82	91½
	Corn.....	....	....	46½	52½	46½	49½	42½	44½
	Oats .....	....	....	87	40	81	88	....	....
August.....	Wheat.....	94½	1 18½	....	....	88½	1 12½	90½	1 15½
	Corn.....	....	....	....	....	49½	54½	44½	51½
	Oats	85	87½	....	....	82	86	82	86
September....	Wheat.....	1 10	1 21	...	....	1 06	1 19	1 07½	1 20
	Corn.....	46½	50½	....	....	49	51½	46½	50
	Oats	88½	85½	....	....	....	....	80½	88½
October..	Wheat.....	1 18½	1 18½	98½	97½	....	....	1 11	1 18½
	Corn.....	48	47½	....	....	....	....	44	47½
	Oats	81½	83½	....	....	....	....	29½	81½
November....	Wheat.....	1 10½	1 16½	96	97	....	....	1 07½	1 15½
	Corn.....	48½	45½	....	....	....	....	44½	46½
	Oats	81½	82½	....	....	....	....	29½	80½
December	Wheat.....	1 10½	1 19½	94½	96½	....	....	1 07½	1 15
	Corn.....	42½	44	....	....	....	....	41½	44½
	Oats	80½	81½	....	....	....	....	28½	80

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS EAST ST. LOUIS AND VENICE DURING THE YEAR 1904.

1904.	WINTER WHEAT.												SPRING WHEAT.								MIXED.				COLORADO.						Weevily Wheat.	Wheat and Rye.	Screenings.	Total Cars.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	Red.				Hard Winter.				White Winter.				Rejected.	No Grade.	White Spring.				Mixed.				Colorado.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	2		8		4		2		8		4				2		8		4		2		8		4		2		8						4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
CARS BY RAIL.	242	129	290	84	8	189	565	22	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

SACK WHEAT INSPECTED.

		Sacks.	
No. 2 Red		184,715	
No. 3 "	No. 2 White.....	166,881	1,012
No. 4 "	No. 8 "	110,188	10,410
Rejected	No. 4 "	15,862	75
No Grade.....	Rejected	2,889	194
No. 2 Hard	Weevily	60	8
No. 2 Mixed.....	Screenings	878	88
No. 8 "		875	
Total Sacks.....		442,478	
Inspections--West Side.....		Cars.	
" East Side		Sacks.	
		824,486	
		117,998	

GRAIN INSPECTION.

REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1904.

SACKS CORN INSPECTED.				Sacks.
No. 2 White Corn	.....			1,214
No. 2 "	.....			2,198
No. 2 Yellow "	.....			908
No. 2 "	.....			1,544
No. 2 Mixed "	.....			457
No. 2 "	.....			508
No. 4 "	.....			879
Total Sacks	.....			7,809
		Corn, Oats, Rye, Barley,		
		Carb. Carb. Carb. Carb.		
Inspections—West Side	.....	10,610	6,708	288
" East Side	.....	6,253	129	75

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST
CLOSE OF EACH**

ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
WEEK, DURING 1904.

No Grade W. Spg.	No. 2 White Spring.	No. 3 White Spring.	No. 4 White Spring.	Rejected Spring.	No Grade Spring.	No. 2 Mixed.	No. 3 Mixed.	No. 4 Mixed.	Rejected Mixed.	2 Colorado White.	3 Colorado White.	4 Colorado White.	5 Colorado Red.	4 Colorado Red.	Screenings.	Weevily.	Wheat and Rye, mixed.	Total Wheat. Bushels
8,865	4,900	3,865	708	8,494	21,417	5,652												5,780,673
8,773	2,428	708	8,494	22,253	5,652													5,727,849
4,243	2,428	701	8,697	22,253	5,652													5,610,048
443	917	701	8,697	22,253	5,652													5,306,486
443	917	701	8,697	22,253	5,652													5,207,182
443	917	701	7,399	23,274	5,652													5,026,742
443	917	701	8,496	24,874	5,652													5,141,642
443	61		7,399	23,274	5,652													4,908,797
443	61		8,670	24,080	5,652													4,984,250
443	61		9,401	23,843	5,652													4,745,909
443	61		10,235	26,526	5,652													4,508,448
948			10,235	24,725	5,652													4,206,496
648			10,235	24,725	5,652													3,889,169
648			7,871	6,848	5,652													3,867,870
648			2,471															2,868,055
648				2,474														2,447,688
648																		2,186,208
648																		1,999,508
648																		1,511,102
648																		1,019,968
1,738																		648,199
1,738																		408,255
	804	1,596																289,776
	804	1,596																222,091
		1,596																191,570
		1,596																160,165
1,045		1,596																128,869
1,045		1,596																74,494
1,045		700																61,806
1,045		700																229,648
1,045		700																828,410
		700																1,058,078
	668	547				841	2,991											1,506,040
							1,996											1,845,994
							1,996											1,968,018
		1,458				2,215	1,996											2,345,448
		1,458				8,212	8,177	996										2,448,550
	820					8,865	11,403	996										2,691,892
	820	2,898				3,885	47,098	12,940										2,848,066
	820		2,175			8,885	64,616	18,818										2,966,262
948		1,574	8,700			8,885	63,936	19,154	1,096									3,133,625
948	896	8,008	8,519			8,885	63,936	20,624	1,096									3,096,457
948	896	8,008	8,519			3,885	64,953	20,624	1,096									3,158,021
948	896	8,830	8,450			3,885	64,953	19,154										3,247,856
	896	3,830	10,111	666		8,885	65,830	19,154										3,327,062
	896	8,510	12,470	666		5,029	65,830	19,154										3,298,596
	896	2,408	13,394	666	887	5,329	65,830	19,154										3,308,478
	896	2,408	13,394	666	1,884	5,929	65,830	19,154		8,092	14,110	2,898	4,800					3,167,856
	896	8,497	16,852	666	2,944	5,929	65,830	19,154			40,214	6,869						3,054,035
	896	4,371	18,029	666	2,491	8,714	63,883	19,154		2,742	48,968	18,994						3,082,061
	896	5,405	18,029		2,491	8,714	63,883	19,154		2,742	20,126	2,626	17,680	16,155				3,148,717
	896	6,451	17,821		2,491	8,714	63,883	19,154		27,572	18,690	1,648	8,026	10,271				
	896	7,294	17,821		2,491	8,714	63,883	19,154		2,742	60,867	1,648	39,966	11,002				
	896	6,451	17,821	1,052	2,491	8,714	63,883	19,154		2,742	19,739	8,461	129,784	12,928				

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST.
OF EACH WEEK**

Saturday Evening.		No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.
Jan.	3.....	17,694	4,179	9,625	8,905	.....
"	9.....	17,678	4,063	2,055	2,905	.....
"	16.....	13,977	2,925	7,891	.....	.....
"	23.....	8,295	7,881	19,987	.....	19,898
"	30.....	7,765	21,569	31,588	1	21,069
Feb.	6.....	18,432	22,587	31,838	1	21,170
"	13.....	32,406	31,988	22,087	1	27,266
"	20.....	99,061	42,558	31,421	4	19,201
"	27.....	201,221	44,827	22,041	12	26,630
March	5.....	258,242	74,242	35,656	17	44,946
"	12.....	249,622	74,796	25,477	17	56,144
"	19.....	249,918	59,171	7,658	20	41,865
"	26.....	264,429	47,542	4,279	21	42,291
April	2.....	210,258	40,505	4,279	28	48,182
"	9.....	204,895	25,856	8,748	22	39,495
"	16.....	105,867	28,567	1,178	12	36,842
"	23.....	52,249	15,949	1,178	8	.....
"	30.....	44,169	15,949	2,174	4	.....
May	7.....	84,516	4,409	197	20,855	1,597
"	14.....	1,727	1,899	1,720	10,209	799
"	21.....	12,881	7,899	607	8,047	20
"	28.....	30,527	8,241	6,615	4,742	.....
June	4.....	64,510	8,406	8,885	15,171	.....
"	11.....	127,008	84,885	5,848	44,220	.....
"	18.....	170,804	27,644	5,804	117,966	.....
"	25.....	169,911	40,401	5,804	127,888	.....
July	2.....	164,900	36,818	5,549	124,949	.....
"	9.....	154,898	32,521	2,519	101,879	.....
"	16.....	147,654	21,798	295	58,469	.....
"	23.....	55,994	10,720	295	58,170	.....
"	30.....	81,843	9,687	295	47,755	.....
Aug.	6.....	30,064	5,715	.....	26,842	1,106
"	13.....	21,586	8,022	.....	22,856	.....
"	20.....	22,406	2,810	.....	14,855	.....
"	27.....	32,915	2,872	.....	14,822	8,067
Sept.	3.....	68,425	8,405	2,564	19,712	7,118
"	10.....	89,818	7,987	2,996	41,148	6,245
"	17.....	84,174	1,905	.....	17,980	898
"	24.....	79,657	1,905	.....	12,450	194
Oct.	1.....	89,110	.....	.....	8,710	.....
"	8.....	21,814	1,122	.....	.....	8,789
"	15.....	1,488	715	.....	.....	.....
"	22.....	1,362	.....	.....	1,064	.....
"	29.....	1,151	.....	.....	.....	.....
Nov.	5.....	1,151	.....	.....	.....	.....
"	12.....	1,151	715	.....	.....	.....
"	19.....	1,151	.....	.....	.....	.....
"	26.....	2,252	5,058	.....	.....	.....
Dec.	3.....	1,151	5,260	2,645	778	2,728
"	10.....	10,418	19,481	7,411	8,429	7,890
"	17.....	72,859	19,208	5,110	86,668	12,508
"	24.....	131,774	5,815	775	80,684	6,144
"	31.....	109,654	4,215	598	23,000	6,294

**LOUIS IN PUBLIC ELEVATORS BY GRADES AT THE CLOSE
DURING 1904.**

Saturday Evening.		No. 4 White.	No. 2 Yellow.	No. 3 Yellow	No. Grade.	Total Corn, bushels.
Jan.	1			1,087		
"	8					
"	16			1,074		
"	23					6,112
"	30		2,774			6,817
Feb.	6		10,037	9,475		4,788
"	13		28,005	8,798		5,858
"	20		88,674	7,980		6,965
"	27		65,961	5,954		8,286
March	5		75,589	6,875		8,286
"	12		76,868	7,570		6,186
"	19		62,265	8,305		3,109
"	26		85,258	8,765		
April	3		71,723	8,799		
"	10		48,425	2,688		
"	17		86,608	2,688		
"	24		25,868	2,664		
"	30	830	15,638	2,664		
May	7		10,477	8,252		
"	14		2,047			
"	21		800			1,880
"	28			2,448		2,989
June	4		18,268	8,944		2,107
"	11		26,617	12,218		6,091
"	18		29,870	12,661		941
"	25		20,818	12,661		941
July	2		20,858	11,526		941
"	9		17,729	9,806		
"	16		9,673	2,248		
"	23		9,070	1,149		
"	30		7,254			
Aug.	6		7,254			
"	13		7,254			
"	20					
"	27		1,422			
Sept.	3		146			
"	10		146			
"	17		146			
"	24		146			
Oct.	1		978			
"	8		146			
"	15		146			
"	22					
"	29					1,151
Nov.	5		461			1,612
"	12		461			2,627
"	19		461			1,612
"	26		461			7,801
Dec.	3			684	1,623	14,869
"	10		472	5,250	8,220	62,069
"	17		6,845	7,606	1,116	161,289
"	24		26,581	4,098		207,616
"	31		27,119	5,748		178,561

**STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC
AT CLOSE OF EACH**

OATS.

ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE WEEK DURING 1904.

RYE.						BARLEY.
Saturday Evening.	No. 2 No.	No. 3 No.	No. 4 No.	No Grade.	Total Rye. Bushels.	Total Barley. Bushels.
Jan. 2.....	14,799	27,724	.....	775	48,298	19,545
" 9.....	15,628	27,569	.....	775	48,969	12,568
" 16.....	11,858	26,821	.....	1,188	59,312	18,792
" 23.....	10,994	26,776	.....	1,188	58,905	18,099
" 30.....	7,581	24,957	.....	1,860	54,848	20,841
Feb. 6.....	5,111	12,089	.....	1,860	19,069	15,449
" 13.....	5,111	15,687	.....	1,186	21,884	18,408
" 20.....	8,982	14,001	.....	1,186	19,069	16,858
" 27.....	7,848	8,889	.....	1,186	12,818	19,898
Mch. 5.....	5,858	8,998	.....	1,186	10,481	14,444
" 12.....	4,964	8,697	.....	1,186	10,016	18,526
" 19.....	2,627	2,714	1,078	1,186	7,655	13,112
" 26.....	2,627	1,802	1,078	1,136	6,142	19,206
April 2.....	2,627	1,802	1,078	862	5,869	24,552
" 9.....	2,627	1,802	1,078	862	5,869	23,181
" 16.....	827	1,802	1,078	862	8,069	17,298
" 23.....	827	1,802	1,078	862	8,069	9,277
" 30.....	827	1,802	1,078	862	8,069	18,881
May 7.....	827	1,802	1,078	862	8,069	5,891
" 14.....	827	718	740	862	2,182	5,256
" 21.....	827	718	780	862	2,182	6,169
" 28.....	.....	.....	241	.....	241	6,683
June 4.....	.....	.....	241	.....	241	12,107
" 11.....	.....	.....	241	.....	241	16,175
" 18.....	.....	.....	448	.....	448	14,916
" 25.....	.....	.....	448	.....	448	14,418
July 2.....	.....	.....	448	.....	448	14,418
" 9.....	.....	.....	448	.....	448	14,418
" 16.....	.....	.....	448	.....	448	18,177
" 23.....	.....	.....	448	.....	448	10,678
" 30.....	.....	.....	448	.....	448	10,678
Aug. 6.....	.....	.....	448	.....	448	10,678
" 13.....	491	1,171	.....	.....	1,662	9,878
" 20.....	1,551	1,171	.....	.....	2,729	9,878
" 27.....	2,299	1,179	18	.....	3,491	10,517
Sept. 3.....	2,299	1,649	142	.....	4,090	10,517
" 10.....	2,299	1,649	142	.....	4,090	10,517
" 17.....	1,976	1,649	426	.....	4,051	11,096
" 24.....	2,957	2,289	426	.....	5,672	14,155
Oct. 1.....	8,860	4,748	426	.....	9,029	22,081
" 8.....	2,808	8,899	426	924	7,552	28,186
" 15.....	1,665	8,646	1,148	924	7,378	22,418
" 22.....	1,503	8,072	1,148	924	6,643	23,105
" 29.....	1,165	2,256	1,148	924	5,487	25,151
Nov. 5.....	1,809	1,450	156	924	8,840	82,188
" 12.....	8,972	1,542	1,199	924	7,639	32,971
" 19.....	8,848	2,454	426	675	6,903	84,474
" 26.....	6,056	4,427	426	1,620	12,529	80,998
Dec. 3.....	5,265	5,000	426	1,620	12,311	28,178
" 10.....	5,265	5,597	426	1,620	12,908	27,768
" 17.....	5,968	5,597	1,076	1,620	14,261	25,586
" 24.....	5,852	5,182	426	469	11,908	26,842
" 31.....	5,667	5,182	426	469	11,744	26,648

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1904.

1904.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
January 2.....			188	98	19,645
9.....			364	59	12,568
16.....			306	12	18,702
23.....			379	35	18,089
30.....			519	68	20,841
February 6.....			124	69	15,449
13.....			748	84	15,408
20.....			146	99	16,958
27.....			112	18	19,898
March 5.....			114	51	14,444
12.....			320	16	18,826
19.....			339	55	18,112
26.....			351	42	19,208
April 2.....			749	89	24,583
9.....			716	99	28,181
16.....			355	89	17,298
23.....			304	99	9,277
30.....			359	99	18,681
May 7.....			351	89	5,891
14.....			378	82	5,256
21.....			322	52	6,189
28.....			365	41	6,682
June 4.....			305	41	12,107
11.....			199	41	16,175
18.....			341	448	14,915
25.....			386	448	14,418
July 2.....			389	448	14,418
9.....			310	448	14,418
16.....			348	448	18,177
23.....			345	448	10,678
30.....			784	448	10,678
August 6.....			396	448	10,678
13.....			318	1,682	9,878
20.....			300	2,729	9,878
27.....			382	8,491	10,517
September 3.....			177	4,090	10,517
10.....			344	4,090	10,517
17.....			332	4,051	11,096
24.....			740	5,872	14,155
October 1.....			736	9,029	22,081
8.....			308	7,552	28,136
15.....			348	7,878	22,418
22.....			319	6,513	28,105
29.....			391	5,487	26,151
November 5.....			185	3,840	32,188
12.....			357	7,688	32,971
19.....			308	6,908	34,474
26.....			172	12,528	30,989
December 3.....			345	12,511	28,178
10.....			901	12,908	27,788
17.....			377	14,261	25,586
24.....			380	11,908	26,842
31.....			364	11,744	26,848

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLUDED IN ABOVE.

	Bushels.		Bushels.		Bushels.
Jan. 1.....	467,500	May 1.....	247,000	Sept. 1.....	547,000
Feb. 1.....	777,900	June 1.....	246,000	Oct. 1.....	625,000
March 1.....	434,000	July 1.....	126,000	Nov. 1.....	649,000
April 1.....	296,000	August 1.....	209,000	Dec. 1.....	609,000

VISIBLE SUPPLY OF GRAIN FOR 1904.

**AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND CANADA AND IN TRANSIT DURING 1904, AS REPORTED
BY THE CHICAGO BOARD OF TRADE.**

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1904.

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1901.	1902.	1903.	1904.
Flour.....	Barrels.	19,464,208	19,197,889	20,405,497	14,592,894
Wheat.....	Bushels.	136,898,943	119,112,034	78,006,916	33,948,734
Corn.....	"	108,844,180	26,942,684	96,882,645	56,082,496
Oats.....	"	70,129,542	58,861,932	55,401,819	47,928,587
Rye.....	"	8,611,008	6,972,594	8,692,331	1,119,759
Barley.....	"	4,800,705	4,073,269	4,868,616	6,716,161

EXPORTS FROM THE UNITED STATES BY CLASSES DURING
THE CALENDAR YEARS 1901, 1902, 1903 AND 1904.

As reported by Bureau of Statistics, Washington.

	1901.	1902.	1903.	1904.
Agriculture.....	\$940,241,149	\$819,862,105	\$913,655,889	\$794,788,646
Manufactures.....	896,144,080	410,650,967	421,453,915	502,764,739
Mining.....	40,416,597	36,085,284	44,780,478	48,085,825
Forest.....	50,491,255	52,931,225	64,132,420	68,023,209
Fisheries.....	7,428,684	8,513,399	6,869,601	6,623,251
Miscellaneous.....	4,858,936	5,326,511	6,754,865	5,584,478
Totals.....	\$1,438,078,651	\$1,838,288,491	\$1,457,647,183	\$1,425,748,183
Foreign.....	27,297,209	27,417,442	27,106,900	25,607,507
Grand totals.	\$1,465,375,860	\$1,865,695,933	\$1,484,754,083	\$1,451,355,645

MISSOURI CROP REVIEW, 1904.

By GEO. B. ELLIS, Secretary State Board of Agriculture.

CORN.

When we consider the very unfavorable weather that prevailed throughout most counties in the State during the greater part of the growing crop season in 1904, it is remarkable that the total product of the crops could possibly obtain the very creditable amounts that they do. At least four essentials are necessary to produce good crops: good seed, fertile soil, thorough cultivation, and the proper amount of sunshine and rainfall. Three of these are entirely under the farmer's control, but over the fourth, which in importance balances the first three, he has no control.

During the season for planting and cultivating the crop—April, May, June and July—the average temperature was considerably below the normal and the rainfall generally excessive. This unfavorable weather caused a reduced acreage planted to corn, and on some of the level prairies a part of the acreage planted was abandoned because it was too wet to cultivate it. A considerable acreage of the river bottom land was lost from overflow and it was too late to replant the crop.

WHEAT.

The wheat crop made an excellent showing and promised much more than an average yield until a few days before harvest, when, on account of the wet weather, many fields were badly infested with rust or blight, and the final yield for the State was very unsatisfactory and the quality generally poor, only a small per cent. of the crop was good enough to grade No. 2. The yield in some fields would be good with good quality, while in adjoining fields the crop would be almost ruined with rust. The average yield per acre for the 2,444,760 acres harvested was 11.1 bushels, which is 2.5 bushels per acre more than the average yield for 1903.

The estimated acreage seeded for the crop of 1905 is 2,439,356, which is about 9 per cent. less than the crop seeded the year before, but it is only 3 per cent. less than the acreage that was harvested in 1904. The crop has suffered somewhat from drouth, to the greatest extent in the Southwest section. There has probably never been a season when good preparation of the soil showed to a greater extent than it does this year. Where the land was thoroughly prepared and the wheat sown reasonably early, the crop does not show much damage, although it has not made much top growth. The average condition for the State on December 1st. was only .73, which is 12 points below the average condition one year previous.

OATS.

Only a few counties in the State grow more oats than are used at home. As a rule, oats are not a paying crop in Missouri on account of the damage caused by rust. The crop is raised to get in the necessary rotation and because oats are excellent for balancing up other rations. The crop this year was damaged from the same causes that damaged the wheat crop. The acreage harvested this year was only 694,190 and the average yield for the State, 21.7 bushels per acre, compared with an acreage of 755,800 and an average yield of 23.5 bushels per acre in 1903.

Further detailed information about the various crops grown in the State is given in the following table:

CORN.

Table showing acres in cultivation, yield per acre, total yield in bushels by sections and for the State, etc., for the year 1904:

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres in cultivation..	1,245,125	1,994,880	1,073,890	1,473,180	860,265	6,646,790
Acreage compared with previous year, percent	98	98	98	96	97	94
Average yield per acre bushels.....	29.8	26	26.6	21	29.8	26.2
Total yield in bushels.	87,117,605	51,899,065	28,608,015	31,000,910	25,241,865	173,867,460
Average quality of grain, percent.....	83	78	77	82	84	81
Farm price per bushel, November, cts.....	42	39	41	45	42	42
Total value of crop..⊕	\$14,637,280	\$21,278,220	\$12,997,700	\$13,049,560	\$11,818,570	\$73,476,280
Part of crop harvested for fodder, percent...	88	29	46	42	41	39

⊕ Does not include value of fodder—grain only.

WHEAT.

Table showing acres sown and acres harvested, yield per acre, total yield in bushels, by sections and for the State, for the year 1904:

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres sown for crop 1904.....	314,545	265,585	502,065	740,825	727,680	2,550,200
Acres harvested.....	305,640	244,185	486,245	710,735	697,905	2,444,760
Average yield per acre bushels.....	12	11	9.7	10.4	12	11.1
Average farm price, November, cents.....	94	91	99	92	99	95
Value of crop	\$3,491,595	\$2,475,555	\$4,788,020	\$7,415,455	\$8,466,115	\$26,637,080
Average quality of grain, percent.....	88	81	75	84	74	79
New crop sown for har- vest 1905:						
Acreage sown com- pared with previous year, percent.....	91	94	98	86	90	91
Condition of growing crop Dec. 1, 1904, %...	75	80	76	58	76	73

OATS.

Table showing acres harvested, yield per acre, total yield in bushels by sections and for the State, etc., for the year 1904:

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres harvested.....	166,760	142,800	111,015	201,820	72,295	694,190
Average yield per acre bushels	24.9	21	22	19.5	20	21.7
Total yield, bushels...	4,145,800	2,996,910	2,546,970	3,928,220	1,469,755	15,087,655
Average farm price, Nov., cents.....	81	88	88	80	87	81
Total value.....	\$1,285,210	\$988,990	\$840,505	\$1,178,470	\$485,020	\$4,778,195

TAME HAY AND FORAGE.

Table showing acreage, yield and value of the Hay crop for 1904:

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres harvested.....	981,206	845,476	598,498	615,680	826,898	2,865,784
Average yield per acre	1.48	1.71	1.7	1.46	1.4	1.56
Total yield, tons.....	1,452,180	1,447,585	962,845	857,265	457,780	5,177,655
Total value.....	\$8,858,295	\$7,501,825	\$6,854,780	\$5,635,525	\$4,577,750	\$32,958,175

MISCELLANEOUS CROPS.

Table giving acreage, yield and value of farm crops not given in the previous tables, for the State for 1904:

CROP.	ACREAGE.	TOTAL YIELD.	TOTAL VALUE
Flax.....	24,790	144,855 bu.	\$ 141,265
Rye	20,585	256,695 "	169,840
Buckwheat.....	2,434	40,710 "	82,270
Barley.....	2,040	80,890 "	18,820
Broom Corn.....	5,780	2,624,285 "	85,725
Cotton	74,988	24,451,690 "	22,272,660
Tobacco	3,638	2,355,470 "	259,100
Potatoes	84,820	8,267,865 "	8,982,725
*Sorghum Syrup.....	82,000	2,784,000 gal.	974,400
*Sorghum Seed.....	82,000	576,000 bu.	420,480
Clover Seed.....	40,000	80,000 "	461,600
Timothy and other Grass Seeds.....	80,000	888,000 "	554,400
Kaffir Corn, Millet Seed, Cow Peas, Cas- tor Beans, etc.....	.....	.....	1,000,000
Miscellaneous Vegetables.....	110,000	.....	6,000,000
			\$16,287,560

* Both Syrup and Seed from same crop.

Total value of all farm crops for the State of Missouri for the year 1904 \$155,216,590.

THE FRUIT CROP.

By L. A. GOODMAN, Secretary Missouri State Horticultural Society.

The fruit crop of the State of Missouri for the year 1904 was a light one. Owing to the late frosts and the cold east rains during the blooming time of the apple and peach, these crops were cut very short. The injury to the strawberry crop was very light and this crop turned out to be a full one. All the strawberry districts of South Missouri, about Neosho, Peirce City, Marionville, Sarcxie, in Howell and Green counties, through Webster, Wright and Texas counties, we find that the crop was a full one and taxed the refrigerator car lines to their utmost to handle them in season. About 1,500 carloads of strawberries were sent from these districts during the summer, each car containing 600 crates of 24 boxes each.

Strawberry growing is getting to be one of the great industries of our State, and Southwest Missouri is now known all over the United States as one of the largest, if not the largest, district for the growing of strawberries.

The crop of the state will bring, and does bring, two and one-half million dollars each year. The largest acreage in strawberry fields are to be found in Missouri, and this is the third in the list of fruits, apples coming first and peaches next.

The apple acreage has grown more rapidly than that of any other state since the Governmental Report of 1900 was made, showing Missouri with over twenty million trees, five million more than any other state. Since that time the increase has been more rapid than ever and to-day we have twenty-four million apple trees in orchards. While New York is far ahead of us in value of orchard products at the present time, yet when all the orchards now planted come into bearing, we shall be far in the lead of any of our sister states. The apple crop for the year has been a light one and yet has brought to our apple growers something like four million dollars. A full crop would bring to the State twenty million dollars.

The peach orchards have kept pace with the apple orchards and we find that Missouri is fast becoming the peach district of the United States. The crop of peaches last year was one of the smallest for years, and yet we find the crop a half million dollars in value. A full crop would bring four million dollars.

The number of trees now in orchards has so increased that Missouri will soon occupy the *first place* among our States in peach orchards, as it does in apple orchards.

Apples, peaches, strawberries and grapes are the four great fruits of the State. The vineyards along the Missouri River hills and on the top of the

Ozark mountains are increasing year by year, and a large portion of the fruit is made into wine. Many millions of pounds are sold in the markets of the State but no great quantity is shipped out as in the case of the apple, peach or strawberry. An estimate only can be given as to the value of the grape crop, because so many are made into wine, but a million dollars would no more than cover the full grape crop of the State.

The other berries, the cherries, plums, pears and all other fruits do so well in nearly all parts of the State that Missouri is becoming noted the world over as the great fruit state of the union.

At the great St. Louis Fair, Missouri occupied more than double the space than any other state and the result of the display show how well we kept up this exhibit. During the season we showed six hundred and forty varieties of fruit of twenty-two different kinds, and forty-eight kinds of nuts. This wonderful display used over one hundred thousand plates of fruits during the seven months. Our awards were justified, surely.

THREE GRAND PRIZES. One for extent of exhibit, one for beauty of installation, one for educational features of the exhibit.

Twenty-two Gold Medals.

One hundred and fifty Silver Medals.

One hundred and ninety Bronze Medals.

ACREAGE, PRODUCTION AND VALUE OF THE WHEAT CROP OF THE UNITED STATES IN 1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	WINTER WHEAT.				SPRING WHEAT.			
	Acres.	Yield per Acre.	Production.	Value per Bushel.	Acres.	Yield per Acre.	Production.	Value per Bushel.
Maine.....	.....	.....	.....	.....	.....	.....	.....	.....
Vermont.....	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	474,572	11.8	5,352,664	109	.....	.....	.....	.....
New Jersey.....	104,678	18.3	1,892,151	110	.....	.....	.....	.....
Pennsylvania.....	1,550,210	14.1	21,857,961	108	.....	.....	.....	.....
Delaware.....	112,537	14.9	1,676,801	108	.....	.....	.....	.....
Maryland.....	770,710	18.4	10,827,514	106	.....	.....	.....	.....
Virginia.....	711,477	10.2	7,257,065	109	.....	.....	.....	.....
North Carolina.....	571,222	8.6	4,912,561	119	.....	.....	.....	.....
South Carolina.....	279,926	8.1	2,267,401	126	.....	.....	.....	.....
Georgia.....	291,870	8.8	2,564,066	126	.....	.....	.....	.....
Alabama.....	102,926	10.3	1,060,188	115	.....	.....	.....	.....
Mississippi.....	2,909	8.8	25,569	101	.....	.....	.....	.....
Texas.....	1,166,688	10.7	12,483,562	110	.....	.....	.....	.....
Arkansas.....	217,674	10.1	2,198,507	101	.....	.....	.....	.....
Tennessee.....	808,558	11.5	9,298,417	111	.....	.....	.....	.....
West Virginia.....	812,755	10.1	8,158,826	109	.....	.....	.....	.....
Kentucky.....	644,678	11.4	7,849,829	109	.....	.....	.....	.....
Ohio.....	1,527,259	11.5	17,568,478	110	.....	.....	.....	.....
Michigan.....	701,827	9.8	6,873,006	108	.....	.....	.....	.....
Indiana.....	1,861,521	9.2	12,525,963	106	.....	.....	.....	.....
Illinois.....	1,561,045	13.8	21,542,421	101	.....	.....	.....	.....
Wisconsin.....	115,543	17.7	2,045,111	93	.....	.....	.....	.....
Minnesota.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa.....	55,944	15.6	872,726	90	.....	.....	.....	.....
Missouri.....	2,821,836	11.7	27,163,141	96	.....	.....	.....	.....
Kansas.....	4,989,621	12.3	61,872,888	89	.....	.....	.....	.....
Nebraska.....	1,880,894	14.4	27,077,674	87	.....	.....	.....	.....
South Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....
North Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....
Montana.....	.....	.....	.....	.....	.....	.....	.....	.....
Wyoming.....	.....	.....	.....	.....	.....	.....	.....	.....
Colorado.....	.....	.....	.....	.....	.....	.....	.....	.....
New Mexico.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona.....	.....	.....	.....	.....	.....	.....	.....	.....
Utah.....	.....	.....	.....	.....	.....	.....	.....	.....
Nevada.....	.....	.....	.....	.....	.....	.....	.....	.....
Idaho.....	154,919	22.3	3,454,694	90	.....	.....	.....	.....
Washington.....	521,451	28.1	14,852,778	90	.....	.....	.....	.....
Oregon.....	402,296	21.4	8,809,184	81	.....	.....	.....	.....
California.....	1,618,048	10.8	17,474,884	88	.....	.....	.....	.....
Oklahoma.....	1,285,527	11.7	15,040,686	98	.....	.....	.....	.....
Indian Territory.....	246,439	14.1	3,474,776	98	.....	.....	.....	.....
United States.....	26,865,865	12.4	332,935,846	97.6	17,209,020	12.8	219,464,171	84.2
								\$184,878,501

ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF THE UNITED STATES IN 1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	<i>Acres.</i>	<i>Bush.</i>	<i>Bushels.</i>	<i>Cents.</i>	<i>Dollars.</i>
Maine.....	12,871	39.7	510,979	81	
New Hampshire.....	27,597	27.3	753,398	72	
Vermont.....	59,427	35.9	2,133,429	73	
Massachusetts.....	44,855	36.0	1,596,780	72	
Rhode Island.....	9,912	34.1	337,999	84	
Connecticut.....	54,505	38.9	2,120,244	78	
New York.....	625,615	27.3	17,079,290	64	
New Jersey.....	274,999	38.0	10,449,982	58	
Pennsylvania.....	1,427,522	34.0	48,535,748	59	
Delaware.....	187,116	30.4	5,688,326	49	
Maryland.....	635,146	33.4	21,213,876	50	
Virginia.....	1,841,198	23.3	42,899,913	59	
North Carolina.....	2,677,992	15.2	40,705,478	62	
South Carolina.....	1,789,503	12.4	22,189,837	70	
Georgia.....	3,977,707	11.9	47,334,713	71	
Florida.....	620,592	10.7	6,640,334	75	
Alabama.....	2,791,811	15.0	41,877,165	60	
Mississippi.....	2,079,040	19.1	39,709,664	56	
Louisiana.....	1,369,771	19.9	27,258,443	67	
Texas.....	6,048,792	22.6	136,702,699	53	
Arkansas.....	2,237,621	21.6	48,332,614	53	
Tennessee.....	3,235,601	25.0	80,890,026	50	
West Virginia.....	757,961	25.3	19,176,413	64	
Kentucky.....	3,227,345	26.9	86,815,580	49	
Ohio.....	3,065,494	32.5	99,628,555	46	
Michigan.....	1,293,373	28.6	36,990,463	52	
Indiana.....	4,552,281	31.5	143,396,852	41	
Illinois.....	9,428,320	36.5	344,133,680	39	1
Wisconsin.....	1,519,189	29.7	45,119,913	46	
Minnesota.....	1,554,241	26.9	41,809,083	36	
Iowa.....	9,295,683	32.6	303,039,266	33	1
Missouri.....	5,783,307	26.2	151,522,643	44	
Kansas.....	6,440,654	20.9	134,609,669	41	
Nebraska.....	7,955,559	32.8	260,942,335	38	
South Dakota.....	1,580,678	28.1	43,855,052	36	
North Dakota.....	90,306	21.2	1,914,530	40	
Montana.....	3,902	22.2	86,624	68	
Wyoming.....	2,218	32.5	72,085	57	41,088
Colorado.....	117,837	20.5	2,415,658	54	1,304,455
New Mexico.....	34,281	22.7	778,179	78	606,980
Arizona.....	6,091	23.8	144,966	91	131,919
Utah.....	11,468	33.2	380,738	72	274,131
Idaho.....	5,346	29.3	156,638	70	109,647
Washington.....	9,815	24.7	242,430	66	160,004
Oregon.....	17,213	28.8	495,706	61	302,381
California.....	54,415	28.6	1,556,269	78	1,213,890
Oklahoma.....	1,729,953	28.1	48,611,679	39	18,958,555
Indian Territory.....	1,685,957	32.4	54,625,007	40	21,850,003
United States.....	92,231,581	26.8	2,467,480,984	44.1	1,087,461,440

Merchantable Corn crop 1902, 76.2; 1903, 76

ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF THE UNITED STATES IN 1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	<i>Acres.</i>	<i>Bush.</i>	<i>Bushels.</i>	<i>Cents</i>	<i>Dollars.</i>
Maine.....	113,957	36.6	4,170,326	45	1,876,872
New Hampshire.....	12,174	33.2	404,177	47	189,963
Vermont.....	80,180	37.9	3,036,839	44	1,336,231
Massachusetts.....	6,537	34.0	226,658	45	101,546
Rhode Island.....	1,594	25.4	40,742	47	19,149
Connecticut.....	10,371	33.5	337,580	44	148,535
New York.....	1,245,752	34.1	42,480,143	38	16,142,454
New Jersey.....	63,143	32.5	2,052,148	40	820,859
Pennsylvania.....	1,172,915	33.9	39,761,818	38	15,109,491
Delaware.....	4,341	28.2	122,416	41	50,191
Maryland.....	35,656	29.7	1,058,983	36	81,234
Virginia.....	183,811	21.1	3,878,412	43	67,717
North Carolina.....	205,874	15.8	3,252,809	52	91,461
South Carolina.....	191,336	17.1	3,271,846	60	68,108
Georgia.....	235,503	14.8	3,486,969	55	17,833
Florida.....	32,542	12.9	420,050	60	52,030
Alabama.....	197,757	14.9	2,947,028	54	91,394
Mississippi.....	101,544	19.2	1,949,645	52	18,815
Louisiana.....	31,484	18.4	579,430	45	60,770
Texas.....	896,510	32.0	28,688,720	44	22,861
Arkansas.....	211,276	22.7	4,795,963	43	62,265
Tennessee.....	155,779	21.1	3,286,137	37	16,187
West Virginia.....	85,606	26.4	2,259,998	44	94,399
Kentucky.....	228,553	24.0	5,485,272	40	94,109
Ohio.....	1,215,979	40.9	49,733,541	32	14,733
Michigan.....	990,002	32.5	32,175,065	33	17,771
Indiana.....	1,279,720	33.1	42,358,732	30	97,620
Illinois.....	3,666,936	32.0	117,341,952	30	93,586
Wisconsin.....	2,478,129	35.0	86,734,515	26	85,664
Minnesota.....	2,172,921	39.2	85,178,700	26	46,411
Iowa.....	3,822,600	32.0	122,328,200	25	80,800
Missouri.....	716,544	22.7	16,265,544	34	30,287
Kansas.....	952,533	17.8	16,955,017	33	95,179
Nebraska.....	1,886,270	30.7	57,908,489	25	77,123
South Dakota.....	718,468	39.0	27,825,252	25	56,318
North Dakota.....	829,154	37.4	31,010,360	24	42,486
Montana.....	167,207	37.7	6,303,704	46	99,704
Wyoming.....	41,787	30.2	1,261,967	39	92,167
Colorado.....	136,563	35.4	4,834,330	46	23,792
New Mexico.....	9,927	19.6	194,569	57	10,904
Arizona.....	999	30.1	30,070	74	22,252
Utah.....	44,968	37.6	1,690,723	47	794,639
Nevada.....	6,267	37.0	231,879	63	146,084
Idaho.....	92,778	39.3	3,646,175	50	1,823,083
Washington.....	184,971	44.9	7,407,196	43	3,185,095
Oregon.....	281,842	23.1	6,510,550	47	3,059,958
California.....	167,084	34.1	5,697,564	57	3,247,611
Oklahoma.....	233,117	21.2	6,002,080	36	2,160,749
Indian Territory.....	216,782	32.2	6,980,380	38	2,100,544
United States.....	27,842,669	32.1	894,526,552	31.3	279,900,018

ACREAGE, PRODUCTION AND VALUE OF THE BARLEY CROP OF THE UNITED STATES IN 1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	<i>Acres.</i>	<i>Bush</i>	<i>Bushels.</i>	<i>Cents</i>	<i>Dollars.</i>
Maine.....	8,316	32.7	271,933	71	193,072
New Hampshire.....	1,585	20.7	32,810	75	24,608
Vermont.....	13,203	33.1	437,019	66	288,433
New York.....	97,558	26.8	2,614,554	57	1,490,296
Pennsylvania.....	9,054	22.6	204,620	56	114,587
Maryland.....	1,451	21.8	31,632	64	20,244
Virginia.....	2,575	24.7	63,602	61	38,797
Texas.....	5,208	31.0	161,448	73	117,857
Tennessee.....	1,235	22.0	27,170	64	17,389
Kentucky.....	841	20.6	17,325	65	11,261
Ohio.....	28,599	27.5	786,472	52	408,965
Michigan.....	36,020	24.1	868,082	55	477,445
Indiana.....	10,139	29.2	296,059	48	142,108
Illinois.....	23,621	27.1	640,129	43	275,255
Wisconsin.....	498,043	30.0	14,941,290	43	6,424,755
Minnesota.....	1,131,093	28.4	32,123,041	32	10,279,373
Iowa.....	487,516	27.8	13,552,945	36	4,879,060
Missouri.....	1,929	20.3	39,159	62	24,279
Kansas.....	149,930	21.6	3,238,488	37	1,198,241
Nebraska.....	68,555	27.4	1,878,407	31	582,306
South Dakota.....	349,558	28.0	9,787,624	32	3,132,040
North Dakota.....	623,419	28.1	17,518,074	28	4,905,061
Montana.....	17,502	29.9	523,310	62	324,452
Wyoming.....	1,225	30.1	36,872	57	21,017
Colorado.....	19,295	37.1	715,844	57	408,031
New Mexico.....	694	23.6	16,378	90	14,740
Arizona.....	14,893	33.6	500,405	93	465,877
Utah.....	8,297	38.3	317,775	57	181,132
Nevada.....	7,023	35.9	252,126	72	181,531
Idaho.....	45,650	37.4	1,707,310	63	1,075,605
Washington.....	167,362	34.8	5,824,198	49	2,853,857
Oregon.....	61,084	28.7	1,753,111	59	1,034,335
California.....	1,237,533	22.7	28,091,999	60	16,855,199
Oklahoma.....	15,872	30.1	477,747	40	191,099
United States.....	5,145,878	27.2	139,748,958	42.0	58,651,807

ACREAGE, PRODUCTION AND VALUE OF THE RYE CROP OF THE UNITED STATES IN 1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production	Price per Bush.	Total farm value.
	<i>Acres.</i>	<i>Bush.</i>	<i>Bushels.</i>	<i>Cents</i>	<i>Dollars.</i>
Vermont	1,905	16.9	32,194	74	23,824
Massachusetts	4,018	17.0	68,306	82	56,011
Connecticut	10,464	16.9	176,842	79	139,705
New York	147,146	14.8	2,177,761	73	1,589,766
New Jersey	69,967	17.5	1,224,422	70	857,095
Pennsylvania	346,265	15.5	5,367,108	71	3,810,647
Delaware	1,069	11.8	12,614	73	9,208
Maryland	20,525	14.8	303,770	76	230,865
Virginia	23,841	15.7	374,304	74	276,985
North Carolina	19,698	9.9	195,010	87	169,659
South Carolina	4,226	7.5	31,695	1.26	39,936
Georgia	13,640	8.3	113,212	1.02	115,476
Alabama	1,557	10.4	16,193	1.20	19,432
Texas	3,375	13.1	44,212	86	38,023
Arkansas	2,332	11.1	25,885	88	22,779
Tennessee	12,933	11.7	151,316	79	119,540
West Virginia	10,188	12.5	127,350	77	98,060
Kentucky	12,228	13.7	167,524	80	134,019
Ohio	13,748	16.1	221,343	74	163,794
Michigan	132,772	13.2	1,752,590	72	1,261,865
Indiana	32,780	14.6	478,588	69	330,226
Illinois	72,930	17.6	1,283,568	70	898,498
Wisconsin	302,794	16.2	4,905,263	69	3,384,631
Minnesota	93,162	17.7	1,648,967	64	1,055,339
Iowa	61,606	17.2	1,059,623	60	635,774
Missouri	19,642	14.4	282,845	64	181,024
Kansas	70,332	13.2	928,382	65	603,448
Nebraska	136,534	15.8	2,157,237	55	1,186,480
South Dakota	33,843	16.5	558,410	57	318,294
North Dakota	22,404	18.5	414,474	60	248,684
Montana	1,871	19.9	37,233	77	28,669
Wyoming	396	19.5	772	40	309
Colorado	2,786	19.1	53,213	65	34,588
Utah	3,701	16.0	59,216	67	39,675
Idaho	1,293	19.7	25,472	75	19,104
Washington	2,823	19.0	53,637	79	42,373
Oregon	11,135	14.4	160,334	89	142,706
California	67,402	7.6	512,255	78	399,559
Oklahoma	3,342	9.4	31,415	62	19,477
United States	1,792,673	15.2	27,234,565	68.8	18,745,543

ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF THE UNITED STATES IN 1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	<i>Acres.</i>	<i>Bush.</i>	<i>Bushels.</i>	<i>Cents.</i>	<i>Doll.</i>
Maine.....	91,431	215	19,657,665	48	9,4
New Hampshire.....	19,923	135	2,689,470	58	1,5
Vermont.....	27,388	128	3,505,864	47	1,6
Massachusetts.....	29,740	119	3,539,060	71	2,5
Rhode Island.....	6,832	137	935,984	76	7
Connecticut.....	32,254	96	3,096,384	72	2,2
New York.....	442,254	93	41,129,623	54	22,2
New Jersey.....	62,876	115	7,230,740	61	4,4
Pennsylvania.....	256,361	106	27,174,268	54	14,6
Delaware.....	7,601	84	638,484	58	3
Maryland.....	29,939	99	2,963,961	51	1,5
Virginia.....	52,986	83	4,397,838	55	2,4
North Carolina.....	25,627	78	1,998,906	70	1,3
South Carolina.....	8,726	88	767,888	101	775,567
Georgia.....	8,542	70	597,940	107	639,796
Florida.....	3,454	102	352,308	129	454,477
Alabama.....	9,450	61	576,450	99	570,686
Mississippi.....	5,748	82	471,326	85	400,636
Louisiana.....	8,710	70	609,700	91	554,827
Texas.....	31,196	72	2,246,112	93	2,088,884
Arkansas.....	22,612	77	1,741,124	75	1,305,843
Tennessee.....	24,583	71	1,745,393	62	1,082,144
West Virginia.....	34,038	101	3,434,636	54	1,856,323
Kentucky.....	35,803	83	2,971,649	55	1,634,407
Ohio.....	163,666	98	16,029,468	47	7,533,850
Michigan.....	262,865	121	31,806,665	29	9,223,933
Indiana.....	90,225	93	7,460,925	45	3,357,416
Illinois.....	147,670	108	15,948,360	47	7,495,729
Wisconsin.....	249,997	126	31,499,623	28	8,819,894
Minnesota.....	137,215	102	13,995,930	29	4,058,820
Iowa.....	164,368	136	22,354,048	28	6,259,133
Missouri.....	85,237	96	8,182,752	48	3,927,721
Kansas.....	69,257	80	5,540,560	56	3,102,714
Nebraska.....	85,435	120	10,252,200	26	2,665,572
South Dakota.....	33,086	96	3,176,256	30	952,877
North Dakota.....	24,926	111	2,766,786	32	885,372
Montana.....	13,162	143	1,882,166	61	1,148,121
Wyoming.....	3,848	161	619,528	62	384,107
Colorado.....	54,311	159	8,635,449	37	3,195,116
New Mexico.....	1,336	62	82,832	78	64,609
Utah.....	12,483	137	1,710,171	48	820,882
Nevada.....	2,724	131	356,844	65	231,949
Idaho.....	11,439	139	1,590,021	63	1,001,713
Washington.....	29,999	120	3,599,880	56	2,015,933
Oregon.....	37,489	87	3,261,543	59	1,924,310
California.....	47,001	129	6,063,129	67	4,062,296
Oklahoma.....	10,125	85	860,625	77	662,681
Indian Territory.....	9,840	69	678,960	75	509,220
United States.....	3,015,675	110.4	352,830,300	45.3	150,673,392

ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP OF THE UNITED STATES IN 1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Price per Ton.	Total farm value.
	<i>Acres.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Dollars.</i>
Maine.....	1,290,852	1.10	1,419,937	\$9.72	13,801,788
New Hampshire.....	625,788	1.02	638,804	18.49	8,610,721
Vermont.....	870,617	1.25	1,088,271	9.48	10,316,809
Massachusetts.....	582,890	1.23	716,955	15.76	11,299,211
Rhode Island.....	65,242	1.16	75,681	17.38	1,315,336
Connecticut.....	484,751	1.06	513,836	14.89	7,651,018
New York.....	4,765,294	1.36	6,480,800	10.44	67,659,552
New Jersey.....	424,568	1.89	590,150	14.67	8,657,500
Pennsylvania.....	3,103,052	1.45	4,499,425	11.82	53,183,204
Delaware.....	77,091	1.59	122,575	13.89	1,702,567
Maryland.....	301,064	1.36	409,447	12.48	5,109,899
Virginia.....	458,820	1.39	637,760	12.55	8,003,888
North Carolina.....	128,197	1.72	220,499	14.56	3,210,465
South Carolina.....	60,706	1.53	92,880	12.18	1,131,278
Georgia.....	89,851	1.52	136,574	15.14	2,067,730
Florida.....	12,499	1.36	16,999	16.67	283,373
Alabama.....	56,372	1.71	96,396	12.13	1,169,283
Mississippi.....	45,277	1.72	77,876	10.85	844,955
Louisiana.....	21,488	2.06	44,265	12.10	540,033
Texas.....	407,900	1.77	721,983	8.12	5,862,502
Arkansas.....	78,595	1.72	135,183	9.82	1,327,497
Tennessee.....	349,944	1.66	580,907	12.01	6,976,698
West Virginia.....	533,276	1.47	783,916	12.41	9,728,398
Kentucky.....	485,298	1.44	698,829	11.51	8,043,522
Ohio.....	2,713,453	1.43	3,880,238	9.25	35,892,202
Michigan.....	2,126,883	1.25	2,658,604	9.09	24,166,710
Indiana.....	1,751,155	1.37	2,399,082	8.58	20,584,124
Illinois.....	2,747,095	1.36	3,736,049	8.66	32,354,184
Wisconsin.....	1,772,271	1.67	2,959,693	7.89	23,351,978
Minnesota.....	867,136	1.74	1,508,817	5.51	8,313,582
Iowa.....	3,132,322	1.62	5,074,362	5.36	27,198,580
Missouri.....	2,992,267	1.47	4,398,632	6.62	29,118,944
Kansas.....	1,795,246	1.67	2,998,061	4.38	13,131,507
Nebraska.....	578,821	1.76	1,018,725	3.82	3,891,530
South Dakota.....	202,768	1.43	289,958	4.24	1,229,422
North Dakota.....	156,410	1.57	245,564	4.21	1,033,824
Montana.....	348,980	1.92	670,042	8.70	5,829,365
Wyoming.....	176,501	2.27	400,657	5.75	2,303,778
Colorado.....	671,945	1.85	1,243,098	6.71	8,341,188
New Mexico.....	71,897	2.58	185,494	11.42	2,118,341
Arizona.....	60,652	2.71	164,367	14.84	2,439,206
Utah.....	354,820	3.54	1,256,063	6.31	7,925,758
Nevada.....	159,042	3.04	483,488	7.60	3,674,509
Idaho.....	374,968	3.07	1,151,152	6.08	6,999,004
Washington.....	325,705	2.18	710,037	11.34	8,051,820
Oregon.....	378,715	2.04	772,579	10.18	7,864,854
California.....	583,286	2.03	1,184,071	10.41	12,326,799
Oklahoma.....	293,337	1.51	442,939	4.90	2,170,401
Indian Territory.....	43,495	1.49	64,808	4.62	299,413
United States.....	89,998,602	1.52	60,696,028	8.72	529,107,625

FOREIGN IMPORT DUTIES ON WHEAT.

Compiled by Department of Commerce and Labor, Bureau of Statistics,
Washington, D. C.

As in force January, 1905.

COUNTRIES.	TARIFF RATES OF DUTIES.	UNITED STATES EQUIVALENTS.
Russia	Free.....	Free.
Sweden	Per 100 kilograms, 3.70 kronor.	Per bushel of 60 lbs., 26.99 cts.
Norway:		
Conventional duty, applicable to countries having commercial treat- ies with Norway..	Per 100 kilograms, 0.60 kronor.	Per bushel of 60 lbs., 4.89 cts.
General, applicable to non-treaty countries	Per 100 kilograms, 0.80 kronor.	Per bushel of 60 lbs., 5.78 cts.
Denmark	Free.....	Free.
Germany:		
Conventional duty	Per 100 kilograms, 3.50 marks.	Per bushel of 60 lbs., 22.67 cts.
General.....	Per 100 kilograms, 5 marks....	Per bushel of 60 lbs., 32.89 cts.
France.....	Per 100 kilograms, 7 francs....	Per bushel of 60 lbs., 36.77 cts.
Spain §.....	Per 100 kilograms, 8 pesetas...	Per bushel of 60 lbs., 31.02 cts.
*Italy	Per 100 kilograms, 7.50 liras...	Per bushel of 60 lbs., 39.39 cts.
Austria-Hungary....	Per 100 kilograms, 1.50 florins.	Per bushel of 60 lbs., 16.57 cts.
Switzerland	Per 100 kilos, 80 centimes.....	Per bushel of 60 lbs., 1.58 cts.
Greece:		
Conventional duty	Per 100 okes. 4.11 drachmas	Per bushel of 60 lbs., 16.86 cts.
General.....	Per 100 okes. 7.85 drachmas.....	Per bushel of 60 lbs., 30.16 cts.
Netherlands.	Free	Free.
Belgium	Free.....	Free.
Roumania	Free.....	Free.
Turkey	8 per cent. ad valorem	Eight per cent. ad valorem.
Portugal.....	Wheat in the grain imported from the United States is guaranteed most-favored- nation treatment (Spain and Brazil excepted).	
United Kingdom.....	Free	Free.
Servia.	Per 100 kilograms, two dinars.	Per bushel of 60 lbs., 10.51 cts.
Bulgaria.....	Per 100 kilograms, 80 leva	Per bushel of 60 lbs., 4.20 cts.
Cuba.....	Per 100 kilograms, 48 cents....	Per bushel of 60 lbs., 18.07 cts.
Porto Rico.....	Imports from United States free; from rest of world Dingley tariff rate, 25 cents per bushel. (Par. 234.)	
Philippines.....	Wheat in grain (gross weight), 25 cents per 100 kilos or 6.8 cents per bushel of 60 lbs. This applies to imports from United States.	

*Subject to two cents surtax.

‡Import duty must be paid in gold.

§ Law of March 14, 1904, reduced the duty to 6 pesetas to be maintained as long as the price of wheat exceeds 27 pesetas per 100 kilos., in the following markets of Castile: Valladolid, Salamanca, Zamora, Palencia and Burgos. When the price of wheat falls to 27 pesetas or less, the government will reimpose the duty of 8 pesetas

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of ~~Russia~~

November—Peru and South Africa.

December—Burmah.

TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,

AS REPORTED BY BRADSTREET'S.

The following figures represent stocks of Grain available at 62 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.	GRAIN STOCKS EAST OF ROCKY MOUNTAINS.						PACIFIC COAST STOCKS.		
	Wheat.		Corn.		Oats.		Barley.	Rye.	Wheat.
	B.	ls.	B.	ls.	B.	ls.	B.	Bushele.	
1904, January 1...	61	00	9	00	18	00	8	00	00
February 1...	62	00	12	00	14	00	8	00	00
March 1.....	66	00	16	00	15	00	8	00	00
April 1.....	48	00	16	00	15	00	4	00	00
May 1.....	44	00	18	00	12	00	8	00	00
June 1.....	31	00	7	00	8	00	3	00	00
July 1.....	21	00	12	00	6	00	2	00	00
August 1.....	15	00	10	00	4	00	1	00	00
September 1.	24	00	8	00	19	00	1	00	00
October 1....	24	00	10	00	31	00	8	00	00
November 1.	44	00	5	00	33	00	9	00	00
December 1.	64	00	5	00	34	00	9	00	00
1905, January 1...	61	00	15	00	31	00	10	00	00

BROOMHALL'S ESTIMATE OF CROPS OF THE WORLD.

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

THE CITY OF ST. LOUIS.

YEARS.	WINTER WHEAT.				SPRING WHEAT.				CORN.				OATS.			
	All Wheat	September.	April.	May.	June	July.	September.	August.	September.	July.	August.	September.	June.	July.	August.	September.
1886.	73	76.3	70	63	97	96	86	94	98	95	96	95	94	97	96	96
1886.	87.8	94.1	94.9	92.7	98.5	83.3	80.1	96.3	87.7	76.6	80.9	76.6	95.9	88.8	87.4	90.9
1887.	82	88.1	95.8	84.9	87.3	79.3	78.8	97.7	80.5	73.3	72.8	73.3	91	85.9	85.6	88.4
1888.	77.3	83	73.1	73.3	92.8	95.9	77.2	93	95.5	94.2	92	94.2	95.4	95.2	91.7	87.3
1889.	87.5	94	96	93.1	94.4	93.3	73.8	90.3	94.8	90.9	91.7	90.9	93.8	94.1	92.8	90
1890.	75.5	81	90	78.1	91.3	94.4	79.8	93.1	73.3	70.1	70.6	70.1	89.8	81.6	70.1	84.4
1891.	96.9	96.9	97.9	96.6	92.6	94.1	95.5	92.2	90.8	91.1	92.5	91.1	85.1	87.6	89.5	90.7
1892.	85.3	81.2	84.0	83.3	92.3	90.9	87.3	81.1	82.5	79.6	79.8	79.6	88.5	87.2	86.3	78.9
1893.	74	77.4	75.3	75.5	98.4	74.1	67.0	93.2	87	76.7	75.1	76.7	88.9	86.8	78.3	74.9
1894.	88.7	86.7	81.4	88.3	88	63.4	67.1	95	69.1	63.4	64.2	63.4	87	77.7	76.5	77.8
1895.	76.4	81.4	82.9	71.1	97.8	102.2	96.9	99.3	102.5	96.4	96.5	96.4	84.3	83.2	84.5	86.0
1896.	74.6	77.1	82.7	77.9	99.9	98.3	78.9	92.4	96.0	91.0	90.5	91.0	98.5	96.3	77.3	74.9
1897.	85.7	81.4	90.2	78.6	89.6	91.3	86.7	92.9	84.3	79.3	77.1	79.3	89.0	87.5	86.0	84.6
1898.	86.7	86	86.5	90.8	100.9	95	96.5	90.5	87	84.1	82	84.1	96	92.8	84.2	79
1899.	70.9	77.9	76.2	67.3	91.4	91.7	88.6	86.5	89.9	85.2	82.7	85.2	88.7	90	90.8	87.2
1900.	69.6	82.1	88.9	82.7	87.3	55.2	56.4	89.5	87.5	80.6	78.2	80.6	91.7	85.5	85.0	82.9
1901.	82.8	91.7	94.1	87.8	92.0	95.6	80.2	81.3	54.0	51.7	52.1	51.7	85.3	83.7	78.6	72.2
1902.	80.0	78.7	76.4	76.1	95.4	92.4	89.7	87.5	85.5	84.3	79.6	84.3	90.6	92.1	89.4	87.1
1903.	74.7	97.3	92.6	82.2	96.9	82.5	77.1	79.4	78.7	80.1	80.8	80.1	85.5	84.3	79.5	75.7
1904.	...	76.5	76.5	77.7	98.4	96.7	87.5	86.4	87.3	84.6	83.9	84.6	89.2	89.8	86.6	85.6

THE WORLD'S WHEAT CROP (IN QUARTERS)

As reported by the Department of Agriculture, Washington, D. C.

For Four Years, Revised up to November 4th, 1904.

Official returns are taken when obtainable, excepting in the case of the U. S. A., where recognized commercial estimates are adopted in preference. The returns represent the crops harvested in July and August of the years named, excepting in the cases of Argentina, Uruguay, Australasia and the Cape, which are harvested fifteen weeks subsequently, and in the cases of Chili and India still somewhat later. For the current year forecasts only can be given for these last six.

COUNTRIES.	1904.	1903.	1902.	1901.
EUROPE—				
France.....	57,200,000	45,400,000	44,000,000	58,900,000
Russia, proper.....				40,000,000
Poland.....	a 64,000,000	77,000,000	a 76,000,000	1,800,000
Cis-Caucasia.....				8,400,000
Hungary.....	17,000,000	20,200,000	21,800,000	15,400,000
Austria.....	4,700,000	5,700,000	6,000,000	5,300,000
Croatia and Slavonia..	1,800,000	1,800,000	1,500,000	1,800,000
Herzegovina and Bosnia...	250,000	800,000	350,000	300,000
Italy.....	16,000,000	22,400,000	d 16,500,000	d 30,000,000
Germany.....	18,000,000	18,880,000	17,900,000	11,500,000
Spain.....	e 11,000,000	e 18,000,000	e 14,000,000	13,500,000
Portugal.....	500,000	1,000,000	1,800,000	1,800,000
Roumania.....	6,800,000	6,950,000	9,200,000	6,800,000
Bulgaria.....				9,000,000
Eastern Roumelia.....	00	7,000,000	f 5,500,000	800,000
Servia.....	00	1,800,000	1,500,000	1,100,000
Turkey-in-Europe.....	00	2,500,000	2,500,000	2,000,000
Greece.....	00	800,000	400,000	400,000
United Kingdom.....	00	6,100,000	7,800,000	6,700,000
Belgium.....	00	1,600,000	1,600,000	1,700,000
Holland.....	00	800,000	900,000	800,000
Switzerland.....	00	500,000	500,000	550,000
Sweden.....	00	678,000	568,000	550,000
Denmark.....	450,000	500,000	550,000	800,000
Norway.....	40,000	40,000	40,000	50,000
Cyprus, Malta, etc.....	200,000	200,000	250,000	250,000
Total Europe.....	196,840,000	234,098,000	229,658,000	184,400,000
AMERICA—				
United States.....	† 68,000,000	† 71,000,000	† 85,000,000	† 94,000,000
Canada.....	10,500,000	9,800,000	11,700,000	10,600,000
Mexico.....	2,000,000	2,000,000	2,000,000	2,000,000
Argentina.....	b 18,000,000	17,000,000	b 18,000,000	7,000,000
Chili.....	b 1,700,000	1,700,000	1,700,000	1,400,000
Uruguay.....	b 1,800,000	700,000	1,000,000	700,000
Total America.....	99,500,000	102,200,000	114,400,000	115,700,000
ASIA—				
India.....	b 44,000,000	44,000,000	c 85,500,000	28,500,000
Turkey-in-Asia.....	4,000,000	4,000,000	5,500,000	3,500,000
Persia.....	2,000,000	2,000,000	1,700,000	1,900,000
Japan.....	2,300,000	2,000,000	2,000,000	2,000,000
Total Asia.....	52,300,000	52,000,000	48,700,000	35,900,000
AFRICA—				
Algeria.....	4,400,000	g 4,800,000	4,288,000	4,448,000
Tunis.....	1,200,000	900,000	1,000,000	800,000
Egypt.....	1,100,000	1,000,000	1,000,000	1,100,000
The Cape.....	800,000	500,000	500,000	500,000
Total Africa.....	7,500,000	6,700,000	6,788,000	6,848,000
AUSTRALASIA—				
Victoria.....	b 2,100,000	3,600,000	520,000	1,500,000
South Australia.....	1,800,000	1,600,000	800,000	1,000,000
New South Wales.....	2,500,000	3,400,000	300,000	1,800,000
Tasmania.....	160,000	100,000	100,000	120,000
West Australia.....	200,000	280,000	100,000	110,000
Queensland.....	200,000	800,000	1,000	100,000
New Zealand.....	h 900,000	1,000,000	900,000	500,000
Total Australasia.....	7,800,000	10,280,000	2,421,000	5,180,000
World's total.....quarters	361,640,000	408,228,000	396,910,000	347,978,000
".....bushels	2,898,120,000	3,241,784,000	3,175,280,000	2,788,784,000
".....quintals	767,290,000	857,170,000	834,078,000	757,587,000
".....hectolitres	1,048,756,000	1,175,146,000	1,151,089,000	1,009,221,000

Notes.—(a) Most recent estimate of Central Statistical Committee.

(c) Revised system.

(b) Two million below the official estimate.

† A conservative commercial estimate.

(d) Revised October, 1903.

(e) Unofficial.

(f) Revised September, 1903.

(g) All former returns revised September, 1903.

(h) Growing crop.

STOCKS OF GRAIN IN FARMERS' HANDS.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON, D.C.

CORN.

YEAR.	CROP.	Per cent on hand November 1 of following year.	Amount on hand November 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1902.....	2,523,648,312	5.2	131,229,712
1903.....	2,244,176,925	3.6	80,790,369

WHEAT.

YEAR.	CROP.	Per cent on hand July 1 of following year.	Amount on hand July 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1899.....	547,303,846	9.3	50,899,258
1900.....	522,229,505	5.9	30,811,541
1901.....	748,460,218	7.0	52,392,215
1902.....	670,063,008	6.3	42,213,970
1903.....	637,821,835	5.7	36,855,845

OATS.

YEAR.	CROP.	Per cent on hand August 1 of following year.	Amount on hand August 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1899.....	796,177,713	6.8	54,140,084
1900.....	809,125,989	5.9	47,738,433
1901.....	736,808,724	4.15	30,577,562
1902.....	987,842,712	7.4	73,100,361
1903.....	784,094,199	5.4	42,341,087

QUANTITIES OF CORN, WHEAT AND OATS IN FARMERS' HANDS MARCH 1.

YEARS.	CORN.	WHEAT.	OATS.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
1883.....	587,468,843	143,356,869	.....
1884.....	512,224,003	119,273,012	.....
1885.....	675,210,664	169,411,360	.....
1886.....	773,046,490	107,337,030	.....
1887.....	603,344,650	122,266,270	.....
1888.....	508,273,510	132,094,880	.....
1889.....	787,482,060	111,766,530	.....
1890.....	969,938,480	156,435,550	.....
1891.....	542,173,250	112,470,655	.....
1892.....	860,393,950	171,070,881	.....
1893.....	626,847,570	135,205,430	.....
1894.....	585,816,350	114,059,560	.....
1895.....	475,565,430	74,999,790	.....
1896.....	1,072,273,700	123,045,290	.....
1897.....	1,164,405,884	88,149,072	312,814,923
1898.....	782,870,651	121,320,500	271,729,032
1899.....	800,533,109	198,056,496	283,208,940
1900.....	773,729,528	158,745,595	290,937,335
1901.....	776,166,350	128,098,074	292,803,480
1902.....	443,456,515	173,702,583	227,502,343
1903.....	1,050,652,819	164,047,106	364,926,483
1904.....	839,052,875	132,608,382	273,707,637

CORN CROP OF COUNTRIES NAMED, 1900—1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON, D. C.

Countries.	1900.	1901.	1902.	1903.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
United States.....	2,105,103,000	1,522,520,000	2,523,648,000	2,244,177,000
Canada (Ontario).....	27,947,000	25,621,000	21,159,000	30,211,000
Mexico.....	92,204,000	93,459,000	78,099,000	90,000,000
Total North America..	2,225,254,000	1,641,600,000	2,622,906,000	2,364,388,000
Chile.....	8,000,000	9,000,000	9,000,000	9,000,000
Argentina.....	55,612,000	98,842,000	84,018,000	148,422,000
Uruguay.....	3,035,000	5,576,000	5,060,000	5,289,000
Total South America..	66,647,000	113,418,000	98,078,000	162,711,000
France.....	22,232,000	26,393,000	24,928,000	25,000,000
Spain.....	26,016,000	25,759,000	25,272,000	18,759,000
Portugal.....	16,000,000	15,000,000	16,000,000	14,000,000
Italy.....	83,286,000	100,455,000	71,028,000	88,990,000
Austria.....	15,446,000	17,535,000	13,462,000	16,056,000
Hungary.....	127,656,000	127,389,000	104,546,000	135,748,000
Croatia-Slavonia.....	18,691,000	20,469,000	15,255,000	23,918,000
Total Austria-Hungary	161,793,000	165,393,000	133,263,000	175,722,000
Roumania.....	85,047,000	116,945,000	68,447,000	80,272,000
Bulgaria and E. Roumelia	18,000,000	25,000,000	18,109,000	20,000,000
Servia.....	18,472,000	18,849,000	18,396,000	19,479,000
Russia.....	34,256,000	68,400,000	48,647,000	50,732,000
Total Europe.....	465,102,000	562,194,000	424,090,000	492,954,000
Algeria.....	350,000	350,000	350,000	350,000
Egypt.....	25,000,000	30,000,000	30,000,000	30,000,000
Cape Colony.....	2,000,000	2,000,000	2,000,000	2,000,000
Total Africa.....	27,350,000	32,350,000	32,350,000	32,350,000
Australasia.....	10,025,000	10,168,000	7,847,000	5,615,000

RECAPITULATION BY CONTINENTS.

North America.....	2,225,254,000	1,641,600,000	2,622,906,000	2,364,388,000
South America.....	66,647,000	113,418,000	98,078,000	162,711,000
Europe.....	465,102,000	562,194,000	424,090,000	492,954,000
Africa.....	27,350,000	32,350,000	32,350,000	32,350,000
Australasia.....	10,025,000	10,168,000	7,847,000	5,615,000
Total.....	2,794,378,000	2,359,730,000	3,185,271,000	3,058,018,000

PROVISIONS AND PACKING.

PORK PRODUCT.

The amount of packing house product handled in St. Louis and East St. Louis during 1904 was considerably greater than for the three previous years, aggregating 791,669,370 pounds.

The receipts of hogs were 2,361,623 head, as against 1,785,873 in 1903, and shipments were 412,776 head.

Receipts of cattle and sheep also show a considerable increase. The packing on both sides of the river for the winter season of 1903-04 was 627,550 head, and for the twelve months, ending March 1st, 1904, 1,570,744 head. The summer's packing of 1904 was 1,146,610 head, as compared with 943,194 head the previous season.

The amount of product handled in this market for past four years was as follows:

	1901.	1902.	1903.	1904.
Received, pounds.....	393,354,600	292,771,800	208,000,640	289,854,000
Shipped, pounds	396,183,896	873,668,410	393,266,040	501,815,370
Totals, pounds	789,538,496	666,440,210	601,266,680	791,669,370

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city holds fifth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1903-04.	1902-03.	1901-02.	1900-1901.
Chicago.....	6,713,086	6,860,453	7,636,000	7,268,515
Kansas City.....	2,086,550	2,055,942	3,427,802	2,981,288
Omaha.....	2,173,734	2,004,826	2,890,416	2,241,599
St. Joseph.....	1,609,185	1,528,860	2,105,298	1,723,377
St. Louis.....	1,570,744	1,262,358	1,725,407	1,566,550
Indianapolis.....	1,123,665	930,000	1,225,300	1,185,600
Milwaukee and Cudahy.....	846,287	553,986	760,063	911,256
Sioux City	467,595	777,320	879,763	733,754
Cincinnati.....	585,873	498,376	569,782	617,082
St. Paul.....	810,988	715,237	653,591	514,385
Cedar Rapids.....	501,789	391,524	496,790	496,303
Cleveland.....	625,803	562,672	496,231	500,785
Louisville.....	319,969	323,940	375,000	360,425
Ottumwa	486,991	441,680	610,002	653,785
Nebraska City.....	233,707	209,835	180,746	114,962
Fifteen places	20,160,966	19,076,009	23,567,196	21,869,621
All other.....	2,214,720	1,529,562	1,844,480	1,731,083
Aggregate.....	22,375,686	20,605,571	25,411,676	23,600,704

DRESSED BEEF.

By PHILIP H. HALE, Editor National Farmer and Stock Grower.

The Dressed Beef trade of St. Louis and East St. Louis has arrived at the condition when the amount of business done depends upon the quantity of available material. If the cattle supply is large, the killing is large, and if the supply is small, the slaughter is limited to the material in sight. There are five large packing houses, three on the east side and two on the west side, where dressed beef is the principal factor of the business and several other smaller packers incidentally kill a few cattle for the dressed beef trade. The year 1904 exhibits the largest slaughter of cattle in the history of St. Louis. The packers reported having slaughtered all the cattle and calves which arrived on the market and coming within the dressed beef requirements in regard to quality and fatness. Compared with ten years ago, this branch of commerce has increased a hundred per cent.

The cattle slaughtered by the Dressed Beef houses in the year 1904 were 750,967 head, an increase of 11.088 over the previous year. As the cattle received in this market, available for the dressed beef trade, were slightly less in numbers than the previous year the increase as stated is a creditable showing.

The calves slaughtered in the year 1904 for dressed beef purposes were 85,929 head, a decrease of 39,807 head compared with the previous year. In this case the slaughter was limited to the available supply.

Dressed Beef shipments for the year 1904 amounted to 492,387,280 pounds, exceeding any previous year by 119,047,055 pounds. This indicates heavier average cattle than in former years. It also indicates that the St. Louis houses did not turn from their regular trade during the World's Fair year.

Every year a considerable quantity of dressed beef is received in St. Louis from other centers—naturally an enlargement of supply was to be expected during the Exposition period. The receipts of Dressed Beef from other markets amounted to 216,614,800 pounds, this being an increase of 150,801,000 pounds over and above the 65,813,800 pounds, the normal trade of the previous year.

The Dressed Beef trade was interfered with greatly by the stock yards strike, which caused a considerable decrease in cattle arrivals for the time being and interfering with what was otherwise the most prosperous year on record.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1904.....	750,967	85,929	492,387,280	216,614,800
1903.....	739,879	125,736	373,340,225	65,813,800
1902.....	683,827	103,893	318,387,455	81,968,200
1901.....	607,788	60,774	348,443,030	110,707,200
1900.....	484,564	50,116	293,807,310	85,460,100
1899.....	455,604	45,918	290,470,460	44,962,660
1898.....	459,051	49,794	277,755,720	48,285,850
1897.....	482,528	47,890	259,002,550	20,889,600
1896.....	540,230	58,330	248,746,200	17,847,900
1895.....	450,306	40,323	238,966,600	42,895,270
1894.....	355,677	32,609	196,059,375	64,612,340
1893.....	274,579	29,672	103,837,622	25,167,902
1892.....	180,790	8,531	68,071,698	25,584,464
1891.....	138,153	2,862	72,683,266	17,741,474
1890.....	131,134	2,735	65,987,353	22,790,102
1889.....	56,684	1,899	19,393,630	10,749,877

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1904.	1903.
Chicago & Alton (Mo. Div.) R. R.....	95,931,700	5,672,300
Missouri Pacific R. R.....	4,169,200	4,205,100
St. Louis & San Francisco R. R.....	5,042,400	148,700
Wabash R. R. (West).....	4,801,500	1,565,100
Missouri, Kansas & Texas R. R.....	8,645,900	15,467,800
St. Louis, Iron Mountain & Southern Ry	4,184,000	10,294,800
St. Louis, Iron Mount. & So. Ry. (Ills. Div.).....	26,000	.....
Chicago & Alton R. R.....	322,200	.....
Wabash R. R. (East).....	5,902,300	5,844,000
St. Louis, Keokuk & Northwestern R. R.....	87,589,600	28,116,000
Total pounds.....	216,614,800	65,813,800

SHIPMENT OF DRESSED BEEF IN POUNDS.

	1904.	1903.
Chicago & Alton R. R., Mo. Div.....	100	24,510
Missouri Pacific R. R.....	300	.....
St. Louis & San Francisco R. R.....	270,000	2,280,000
Wabash R. R. (West).....	1,100	.....
St. Louis, Kansas City & Colorado R. R.....	900	700
Missouri, Kansas & Texas R. R.....	6,400	89,000
St. Louis Southwestern Ry	430,000	100
St. Louis, Iron Mountain & Southern Ry	144,560	9,880,330
St. Louis, Iron Mountain & South. Ry. (Ill. Div.)	28,600	110,400
Illinois Central R. R.....	10,171,900	18,038,800
Louisville, Henderson & St. Louis R. R.....	4,695,470	3,636,400
Louisville & Nashville R. R.....	5,108,785	5,489,800
Mobile & Ohio R. R.....	156,600	1,868,500
Southern Ry. Co.....	9,738,400	478,300
Baltimore & Ohio Southwestern R. R.....	4,398,100	10,866,500
Chicago & Alton R. R.....	44,399,310	85,736,245
Cleveland, Cincinnati, Chicago & St. Louis R. R..	16,599,815	26,384,800
Vandalia R. R.....	34,185,180	30,889,275
Wabash R. R. (East).....	77,903,760	60,603,250
Toledo, St. Louis & Western Ry.....	283,419,600	112,191,500
Chicago, Burlington & Quincy R. R.....	.....	239,700
St. Louis, Keokuk & Northwestern R. R.....	512,730	3,363,665
River	220,670	298,950
Total pounds.....	492,387,280	370,340,225

Shipments of Canned Beef in 1897 were 3,046,600 pounds.

"	"	"	"	1898	"	1,435,725	"
"	"	"	"	1899	"	3,538,360	"
"	"	"	"	1900	"	1,762,560	"
"	"	"	"	1901	"	2,419,140	"
"	"	"	"	1902	"	4,532,680	"
"	"	"	"	1903	"	1,842,475	"
"	"	"	"	1904	"	2,551,080	"

RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1904 AND COMPARISONS WITH PREVIOUS YEARS.

BY	RECEIPTS.			SHIPMENTS.			
	B'd Pork, bbls.			B'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
Chicago & Alton R. R. Missouri Div.	440	8,592,100	56,280,900		651,000	446,900	2,600,185
Missouri Pacific R. R.	75	682,100	15,735,600		874,200	266,800	78,485
Wabash Railway (West).	575				18,200	146,270	45,660
Chicago, Rock Island & Pacific Ry.							
St. Louis & San Francisco R. R.		400	6,500		277,020	478,885	84,500
Missouri, Kansas & Texas R. R.					28,500	2,185,800	268,550
St. Louis Southwestern R. R.			88,800		1,847,580	28,908,475	1,556,245
Ch. R. R.					58,200	19,265	8,775
R.			4,175,000		4,904,060	102,402,200	10,849,500
R.					4,059,940	8,742,880	8,770,080
R.			2,400		17,741,400	13,908,505	2,914,585
R.		1,100	8,770		2,449,880	64,739,250	8,701,460
R.					1,728,985	16,728,885	34,880,675
R.					880,500	4,576,400	18,242,800
R.	1,670	948,100	17,610,900		1,775,600	8,177,275	5,749,440
Vandalia & Terre Haute R. R.					2,726,640	5,531,980	1,802,800
Wabash R. R. (East.)	2,100	2,586,700	1,346,700		28,000	449,000	460,500
		80,000	11,688,900		19,218,700	22,557,520	15,921,400
					5,865,700	40,588,705	5,675,200
					2,885	61,800	64,400
		25,000	15,405,000		25,000	5,638,900	
	575	12,050,900	53,459,100		1,856,780	687,100	158,025
							20,500
	616		408,200		34,850	156,750	467,045
			10,800		417,055	1,672,560	20,850
			1,000		5,900	7,200	10,700
					12,800	181,500	65,200
Missouri							
Ohio, Cumberland & Tenn. Rivers.							
Total, 1904	6,050	27,172,800	210,719,000		74,267,945	522,001,805	104,619,920
" 1903	8,055	7,075,800	178,546,800		63,848,470	250,007,115	79,065,970
" 1902	4,970	15,662,800	268,249,700		45,585,780	248,477,315	77,185,565
" 1901	6,028	12,541,900	324,234,000		58,525,871	287,208,064	106,655,501
" 1900	11,880	11,785,900	332,051,600		61,886,650	290,989,080	115,009,655
" 1899	18,848	8,582,800	265,947,500		68,759,820	212,311,910	66,908,215
" 1898	10,011	16,987,900	211,638,700		41,597,845	170,690,325	90,175,159
" 1897	4,175	31,969,800	285,324,700		47,243,270	188,686,851	96,886,778
" 1896	4,385	11,614,800	160,355,100		40,768,280	171,457,470	94,676,847

RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

TOTAL YEARLY PACKING AND MARKETING OF HOGS.

Total Western and Eastern packing, and receipts of hogs at New York, Philadelphia and Baltimore, for years ending March 1, according to returns to the Cincinnati Price Current.

	1902-04.	1903-05.	1901-02.	1900-01.
Packed in the West	22,875,000	20,605,000	25,411,000	28,601,000
Packed at Boston.....	1,252,000	1,450,000	1,406,000	1,870,000
Other New England packing	688,000	620,000	720,000	786,000
Packed at Buffalo.....	541,000	455,000	582,000	848,000
Other Eastern packing.....	855,000	270,000	291,000	810,000
Receipts, New York, Philadelphia, Baltimore	461,000	1,845,000	2,265,000	2,620,000
Total	27,617,000	25,245,000	30,895,000	29,980,000

GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1903-1904, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

WINTER SEASON.

November 1 to March 1—	1903-04.	1902-03.
Number of hogs packed.....	9,499,028	8,468,606
Increase	1,040,422	
Average live weight, lbs.....	223.46	224.05
Decrease.....	0.59	
Average yield of lard, lbs.....	32.13	31.92
Increase	0.21	
Percentage yield of lard.....	14.38	14.24
Increase	0.14	
Cost of hogs, 100 lbs., alive.....	\$4.74	\$3.44
Decrease.....	1.70	
Aggregate live weight, lbs.....	2,122,978,000	1,895,049,000
Increase.....	227,929,000	
Green meats made, lbs.....	1,188,868,000	1,061,227,000
Increase.....	127,641,000	
Lard made, lbs.....	805,250,000	269,994,000
Increase.....	35,256,000	
Total meats and lard, lbs.....	1,494,118,000	1,331,221,000
Increase.....	162,897,000	
Aggregate cost of hogs.....	\$100,685,000	\$122,121,000
Decrease.....	\$21,436,000	
Tierces of lard, 830 lbs.....	925,000	818,200
Increase.....	106,800	
Mess pork made, barrels.....	77,800	38,700
Increase.....	39,100	
Other pork, barrels.....	135,200	155,600
Decrease.....	20,400	
Pork of all kinds, barrels	213,000	194,300

SUMMER SEASON.

March 1 to November 1—	1903.	1902.
Number of hogs packed.....	12,876,658	12,146,965
Increase.....	729,693	
Average live weight, lbs.....	231.03	223.11
Increase	7.92	
Average yield of lard, lbs.....	32.58	31.34
Increase.....	1.24	
Percentage yield of lard.....	14.10	14.05
Increase	0.05	
Cost of hogs, 100 lbs., alive.....	\$3.11	\$7.06
Decrease.....	0.95	
Aggregate live weight, lbs	2,974,761,000	2,710,095,000
Increase.....	64,666,000	
Green meats made, lbs.....	1,665,868,000	1,517,653,000
Increase.....	148,213,000	
Lard made, lbs.....	419,467,000	380,713,000
Increase.....	88,754,000	
Total meats and lard, lbs.....	2,085,333,000	1,898,366,000
Increase.....	186,967,000	
Aggregate cost of hogs.....	\$181,680,000	\$191,416,000
Decrease.....	\$9,736,000	
Tierces of lard, 830 lbs ..	1,271,100	1,153,700
Increase	117,400	
Mess pork made, barrels.....	21,200	4,800
Increase	16,400	
Other pork, barrels	191,000	174,300
Increase	16,700	
Pork of all kinds, barrels.....	212,200	179,100

WINTER PACKING AT ST. LOUIS FOR THIRTY-ONE SEASONS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1903-1904,...	627,550....	207.20 gross.	29.	84.80
1902-1903.....	508,828....	208.89 "	27.60....	6.62
1901-1902.....	642,080....	182.96 "	80.	5.95
1900-1901.....	667,000....	210 "	88.	5.03
1899-1900.....	613,658....	210 "	80.10....	4.80
1898-99.....	729,086....	208 "	82.25....	8.48
1897-98.....	596,440....	205 "	82.	8.54
1896-97.....	413,588....	214.26 "	88.47....	8.80
1895-96.....	397,697....	224.78 "	82.02....	8.68
1894-95.....	378,102....	228.61 "	81.55....	4.28
1893-94.....	255,084....	234.88 "	82.82....	5.26
1892-93.....	226,206....	219.04 "	81.20....	6.47
1891-92.....	350,483....	234.89 "	81.84....	4.02
1890-91.....	291,332....	241.91 "	82.41....	8.65
1889-90.....	348,810....	241.48 "	82.16....	8.69
1888-89.....	336,176....	258.42 "	82.12....	4.96
1887-88.....	369,790....	233.05 "	80.21....	5.14
1886-87.....	370,986....	245.42 "	83.49....	4.30
1885-86.....	369,130....	257.21 "	84.29....	8.74
1884-85.....	442,087....	259.74 "	84.60....	4.85
1883-84.....	282,222....	249.70 "	82.45....	5.20
1882-83.....	337,004....	259.81 "	84.53....	6.23
1881-82.....	316,379....	253.97 "	85.12....	6.21
1880-81.....	474,159....	250.86 "	85.56....	4.62
1879-80.....	577,793....	256.18 "	86.06....	4.05
1878-79.....	629,361....	264 "	40.45....	2.83
1877-78.....	509,540....	270 "	88.20....	8.96
1876-77.....	414,747....	255 "	82.55....	5.70
1875-76.....	339,895....	268.47 "	86.56....	7.17
1874-75.....	462,246....	240 "	80.	7.00
1873-74.....	463,798....	261.53 "	84.18....	....

SUMMER PACKING AT ST. LOUIS.

SEASON.	Number of Hogs.	Average yield Lard.	Average gross weight.	Average per 100 lbs. gross.
1904	1,146,610	8,511	210.85	5.45
1903	948,194	.....	207	.....
1902	760,000	.....	208	.....
1901	1,063,877	.....	190	.....
1900	989,500	.....	206	.....
1899	694,298	.....	207	.....
1898	851,200	.....	207.50	.....
1897	712,870	.....	212.77	.....
1896	676,975	.....	208.55	.....
1895	449,680	.....	220	.....
1894	496,293	.....	222.30	.....
1893	323,789	.....	218	.....
1892	304,423	.....	223	.....
1891	313,705	.....	218.74	.....
1890	356,768	.....	222.24	.....
1889	390,792	.....	223.14	.....
1888	246,281	.....	225	.....
1887	313,591	.....	245	.....
1886	351,043	.....	245	.....
1885	244,004	.....	248	.....
1884	269,814	.....	230.30	.....
1883	225,000	.....	223	.....
1882	215,176	.....	217.86	.....
1881	230,079	.....	225	.....
1880	410,000	.....	240	.....
1879	350,000	.....	250	.....
1878	142,000	.....	265	.....

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1908-1904.....	1,570,744 hogs.
" " 1902-1903.....	1,262,858 "
" " 1901-1902.....	1,725,407 "
" " 1900-1901.....	1,566,550 "
" " 1899-1900.....	1,507,951 "
" " 1898-99.....	1,580,288 "
" " 1897-98.....	1,288,810 "
" " 1896-97.....	1,069,533 "
" " 1895-96.....	837,877 "
" " 1894-95.....	869,458 "
" " 1893-94.....	578,873 "
" " 1892-93.....	530,634 "
" " 1891-92.....	664,188 "
" " 1890-91.....	648,100 "
" " 1889-90.....	789,602 "
" " 1888-89.....	682,457 "
" " 1887-88.....	683,881 "
" " 1886-87.....	721,914 "
" " 1885-86.....	613,134 "
" " 1884-85.....	711,901 "
" " 1883-84.....	607,123 "
" " 1882-83.....	533,180 "

WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1881-82.....	5,747,760	210.16	38.44	6.06
1882-83.....	6,132,212	213.62	35.43	6.28
1883-84.....	5,402,064	201.15	33.25	5.18
1884-85.....	6,480,240	206.51	36.02	4.29
1885-86.....	6,298,995	253.96	35.22	3.66
1886-87.....	6,439,009	251.31	38.54	4.19
1887-88.....	5,921,181	242.30	31.06	5.04
1888-89.....	5,483,853	263.46	34.76	4.90
1889-90.....	6,663,892	250.92	36.37	3.66
1890-91.....	8,178,126	259.75	33.45	3.54
1891-92.....	7,761,216	247.64	34.64	3.91
1892-93.....	4,663,520	237.73	31.66	6.54
1893-94.....	4,884,082	243.20	36.07	5.26
1894-95.....	7,191,520	232.73	38.62	4.23
1895-96.....	6,815,300	240.71	35.53	3.66
1896-97.....	6,949,090	244.80	36.94	3.80
1897-98.....	8,440,785	235.35	34.73	3.53
1898-99.....	9,720,145	232.65	35.53	3.52
1899-1900.....	8,675,878	235.67	35.97	4.29
1900-1901.....	9,277,750	230.81	34.16	5.02
1901-1902.....	10,840,198	206.88	31.30	5.97
1902-1903.....	8,458,606	224.05	31.92	6.44
1903-1904.....	5,499,028	223.46	32.13	4.74

SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gro. wt.	Av. Yield Lard.
1885	4,984,572	234.55	22.44
1886	4,844,008	228.98	24.61
1887	5,611,536	227.00	20.98
1888	5,815,128	221.38	21.88
1889	5,881,501	246.28	25.84
1890	9,540,008	238.47	28.20
1891	8,608,286	231.76	31.29
1892	7,757,110	222.42	31.28
1893	6,721,000	240.41	34.54
1894	6,812,125	229.98	25.05
1895	6,194,835	226.52	22.10
1896	9,979,869	240.76	40.61
1897	11,780,475	238.12	35.41
1898	12,981,550	231.35	28.34
1899	12,542,948	231.45	25.06
1900	14,822,924	228.74	24.12
1901	15,071,480	219.48	21.81
1902	12,148,965	228.11	21.84
1903	12,876,656	231.08	22.58
1904 estimated	13,481,920	222.09	23.89

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1.

PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

YEAR.	Summer.	Winter.	12 months.
1903-1904	1,661,000	1,120,000	2,781,000
1902-1903	1,702,000	1,008,000	2,710,000
1901-1902	1,728,000	1,021,000	2,749,000
1900-1901	1,685,000	1,021,000	2,706,000
1899-1900	1,996,000	1,021,000	3,017,000
1898-99	1,895,000	1,021,000	2,916,000
1897-98	1,868,400	1,021,000	2,889,400
1896-97	1,859,800	1,021,000	2,880,800
1895-96	1,546,500	1,021,000	2,567,500
1894-95	1,868,000	1,021,000	2,889,000
1893-94	1,688,205	1,021,000	2,709,205
1892-93	1,969,730	1,021,000	2,990,730
1891-92	1,656,409	1,021,000	2,677,409
1890-91	1,478,961	1,021,000	2,499,961
1889-90	1,878,520	1,021,000	2,899,520
1888-89	1,281,069	1,021,000	2,302,069
1887-88	1,000,849	1,021,000	2,021,849
1886-87	1,115,410	1,021,000	2,136,410

EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1904,
As reported by Mr. O. P. Austin, Chief of Bureau of Statistics, Washington, D. C.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or Pickled, or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
Baltimore	3,487,933	2,635,758	1,983,858	3,043,107	15,274,802	2,228,114	4,468,634	99,502,857
Boston and Charlestown.	1,431,689	105,010,754	4,369,556	8,949,938	28,431,059	61,073,140	56,076,634	63,607,760
Newport News	1,692,940	.....	.....	437,654	12,562	2,570	293,126	9,859,491
New York	28,057,031	144,353,281	35,587,859	26,822,325	150,182,350	61,868,584	28,155,240	250,691,167
Norfolk and Portsmouth.	130,140	.....	80,000	266,599	31,500	9,127	23,750	27,750,818
Philadelphia	4,576,891	2,748,939	8,736,352	8,238,466	10,499,161	4,296,907	1,450,851	46,025,266
Portland, Falmouth, Me.	1,661,586	1,411,623	264,156	58,140	28,419,617	27,821,077	2,562,457	15,644,291
Galveston	389,680	.....	105,635	1,239,170	21,595	513	335	2,107,088
Mobile	63,823	.....	53,160	8,739	8,021	2,602,041	8,534,131	3,736,502
New Orleans	4,162,163	114,557	1,172,058	7,497,556	276,913	774,106	1,933,683	15,671,523
Puget Sound	3,729,893	78,540	2,554,874	779,807	716,772	1,112,076	141,488	228,775
San Francisco	800,805	13,888	2,318,060	4,979,852	287,378	416,229	89,870	411,714
Principal nor. border dis.	1,575,229	104,999	2,064,212	54,516	17,653,490	19,193,374	7,487,746	18,385,827
Other Districts	448,543	5,366,411	322,033	332,919	5,700,447	6,891,265	15,202,185	9,897,136
Total Exports, 1904	52,158,326	262,328,700	54,611,813	62,708,783	252,515,667	188,284,123	121,370,130	563,520,159
" 1903	66,737,731	293,401,843	58,164,546	63,543,840	213,519,817	205,493,949	127,992,778	535,375,757
" 1902	81,362,981	242,015,093	47,198,997	21,365,465	270,141,141	224,982,339	129,433,963	504,160,555
" 1901	53,239,562	354,421,731	52,528,512	51,848,309	447,620,337	230,456,004	168,195,115	607,266,176
" 1900	51,915,745	326,356,576	56,351,147	92,555,436	469,924,828	198,328,048	166,491,822	609,473,372
" 1899	49,393,218	322,635,630	46,065,647	97,084,411	558,005,388	216,646,559	171,615,148	690,068,669
" 1898	37,866,632	267,458,906	48,724,798	106,819,190	619,683,235	220,011,750	147,231,864	736,636,242
" 1897	42,804,831	279,882,590	43,854,117	53,649,086	578,082,822	171,956,663	72,949,589	628,260,611
" 1896	61,168,927	282,925,463	85,893,296	85,449,086	436,859,660	156,912,852	63,859,513	526,320,203
" 1895	61,463,112	184,358,114	65,092,722	24,377,117	455,580,851	110,360,526	70,129,941	517,398,756
" 1894	59,524,794	204,314,960	65,360,094	34,576,587	440,544,068	95,945,141	63,675,407	479,703,309
" 1893	63,710,530	172,897,488	64,307,218	62,233,839	347,636,890	81,775,512	50,594,673	341,834,808

WEEKLY PRICES OF PROVISIONS FOR 1904.

DATE.		PORK.	LARD.	D. S. CLEAR RIB.	BACON. CLEAR RIB.
		Mess.	Prime Steam.	Boxed.	Packed.
		Per Barrel.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.
January	2.....	\$18.60	\$8.75	\$ 6.75	\$ 7.50
	9.....	12 90	6.40	6.75	7.50
	16.....	18.80	6.55	6.75	7.50
	28.....	18.50	6.75	6.75	7.50
February	30.....	18.82½	6.70	7.00	7.75
	6.....	18.92½	6.85	7.00	7.75
	18.....	15.12½	6.90	7.25	8.00
	20.....	16.85	7.15	7.62½	8.87½
March	27.....	16.82½	7.25	8.00	8.87½ @ 8.75
	5.....	14.27½	6.75	7.50	8.25
	12.....	14.85	6.85	7.50	8.25
	19.....	13.85	6.50	7.00	7.75
April	26.....	13.22½	6.60	7.12½	7.87½
	2.....	18.40	6.65	7.12½	7.12½
	9.....	12.60	6.17½	6.87½	7.50
	16.....	12.12½	6.15	6.75	7.50
May	28.....	12.10	6.80	6.75	7.50
	30.....	11.85	6.25	6.75	7.50
	7.....	11.60	6.12½	6.62½	7.87½
	14.....	11.25	5.97½	6.75	7.50
June	21.....	11.15	5.85	6.62½	7.87½
	28.....	11.27½	6.00	6.62½	7.50
	4.....	11.62½	5.92½	6.75	7.62½
	11.....	12.55	6.15	6.82½	7.62½
July	18.....	12.67½	6.20	7.87½	8.12½
	25.....	12.97½	6.35	7.50	8.25
	2.....	12.97½	6.50	7.62½	8.87½
	9.....	12.62½	6.40	7.62½	8.87½
August	16.....	12.87½	6.55	7.62½	8.87½
	28.....	12.92½	6.82½	7.62½	8.87½
	30.....	18.05	6.85	7.75	8.50
	6.....	12.52½	6.20	7.75	8.50
September	18.....	11.70	6.25	7.75	8.50
	20.....	11.90	6.85	7.75	8.50
	27.....	11.50	6.82½	7.75	8.50
	8.....	11.20	6.55	7.75	8.50
October	10.....	10.90	6.52½	8.12½	8.75
	17.....	10.80	6.45	8.12½	8.87½
	24.....	11.55	6.80	8.25	9.25
	1.....	11.80	7.20	8.50	9.25
November	8.....	11.60	7.25	8.75	9.62½
	15.....	11.20	7.07½	8.87½	9.25
	22.....	11.15	7.05	8.12½	9.00
	29.....	11.15	6.87½	7.87½	8.75
December	5.....	11.25	6.80	7.75	8.75
	12.....	11.40	6.82½	7.75	8.75
	19.....	11.80	6.75	7.50	8.25
	26.....	11.65	6.80	7.87½	8.12½
December	8.....	11.75	6.72½	7.25	8.00
	10.....	11.50	6.55	7.12½	7.87½
	17.....	11.50	6.50	7.12½	7.87½
	24.....	11.60	6.55	7.12½	7.87½
December	31.....	11.80	6.45	7.00	7.75

LIVE STOCK,

By E. S. MCINTYRE, Assistant Editor of the Daily National Live Stock Reporter.

The St. Louis live stock market during the year 1904 was the most successful one in the history of the trade. The receipts in every branch were larger than the previous year, the arrivals amounting to 1,261,532 head of cattle; 2,361,623 hogs; 746,109 sheep and 193,669 horses and mules, making the total number of live stock received, 4, 562,933, compared with 3,698,541 received during 1903, a gain of 864,392 head.

The St. Louis market well sustained its reputation during the year in comparison with other centers, and the fact that there was more Eastern and outside buyers represented is an evidence of the importance of St. Louis as a live stock center. There were split shipments during the year between this and other markets, where St. Louis completely outsold her competitors. It is a well known fact that any market without a varied assortment of cattle, will not have the demand and outlet as it would where a suitable supply and variety is offered. The St. Louis market has been well taken care of, so far as the demand has been concerned, but there has been some dissatisfaction owing to the scarcity of finished cattle. It has been shown time and again that the market is fully as high on the best grades as others, a convincing reason why more of this kind should be received.

NATIVE CATTLE.

The native cattle trade during the year 1904 was entirely satisfactory in every respect, but especially so in the number received, which was the largest on record by over 200,000 head, of which increase Missouri furnished over seventy-five per cent. The year opened and continued until about the middle of May on the same basis as the year 1903 closed. A noticeable improvement was manifested during the last of May, which continued up to the middle of August, the market showing a gain in values, from \$1.00 to \$1.25 per cwt. Changes the next few months were small, but there was another advance during November, the market continuing on this basis to the close of the year, when prime Christmas fed beeves sold at \$7.00 @ \$8.00 per cwt., a price not realized since the high time of 1902.

The stocker and feeder trade was naturally effected by the depression in values on beef cattle, and lack of confidence in the future was the cause of a small trade during the year. However, the market was on a fairly satisfactory basis, and offerings continued to draw a reasonable demand from all districts tributary, and values held well in comparison with other centers.

SOUTHERN CATTLE.

It was naturally expected after the heavy marketing of Southern cattle in 1903 that a decrease would be shown during 1904. The total number of cars received, approximately, was 18,500, showing a loss of 4,900 cars compared with the year before. St. Louis has again shown her supremacy as a market for Southern cattle, receiving sixty-five per cent. of the total marketed, an increase of six per cent. over 1903.

The state of Texas furnished the greater number of cars, having 9,200 cars; Indian Territory coming second with 5,200 cars; Oklahoma, nearly 1,700 cars; and Arkansas and Kansas running close fourth with slightly less than 1,200 cars each. Oklahoma Territory furnished a big increase of 500 cars.

HOGS.

The year 1904 in the Hog trade of this market was a record breaker. Nearly all previous records in receipts were excelled. The total number received during the year showed an increase of 575,750 head over 1903, and were nearly 125,000 greater than in 1901, which was the highest previous year. The arrivals during the week ending December 3rd is also a new record, while the number received on November 16th is the largest ever received in one day.

While the receipts have been increasing, the demand has expanded as rapidly, if not more so, and it is gratifying to be able to say that the channels of distribution for hogs received at this market are greater than ever before. The large plants have increased their killing capacity so greatly, that notwithstanding the large increase shown in the number handled this year, they have half the time been unable to secure enough to meet their wants. The small city butchers, and there are a great many more of them in St. Louis than at any other large packing center, continue to be an important factor in the trade, and are killing more hogs at present than at any previous period. Buyers on Eastern orders also furnished a large demand throughout the year for good pigs and light-weights, and a fair number of good medium and heavy hogs were purchased here for slaughter elsewhere. Notable among these have been several shipments of prime heavies to Mobile, Ala., for export to Cuba.

The one predominating feature that was brought out was the liberal number of superior light hogs received. St. Louis can justly lay claim to the reputation that the quality of the light hogs received is not equaled at any other market in the country. The common little pigs and trashy, mast-fed soft lights, were, however, at many times almost unsalable, but nice, smooth, solid, corn-fed hogs of all weights, were always in good demand, sold readily, and prices realized were equally as good, and the majority of the time better than elsewhere, owing to the fact that the demand, as stated before, was frequently much larger than the supply.

SHEEP.

The total receipts, 746,109 head, were the largest ever recorded, showing a gain over 1903 of 180,273 head, and over 1897, the previous record year,

of 75,729 head. The heavy increase in arrivals and the making of a new record was fully warranted by the increased demand which has existed, for nine-tenths of the time buyers were unable to secure as many sheep as they needed to fill their orders. The past year shows that the market is now in a position to take care of 1,000,000 head of sheep annually, in good shape, if they are properly distributed throughout the year.

Compared with ten years ago, the receipts show a gain of over one-hundred per cent., more than fifty per cent. increase over five years ago. These are enormous gains, but the development of the market has justified them to keep pace with the growing demand. The principal increase during recent years has been caused by the heavier numbers that have come out of Missouri, which have been either Westerns or Mexicans shipped there to feed for market. Yet Illinois and Texas also showed good gains during 1904. At all times throughout the year the demand for good quality, fat mutton sheep and lambs was good, and values on a very high basis compared with other sheep markets, a natural result of the inability of buyers to fill their orders. Scores of times the packers were forced to purchase supplies at other points, and forward them here to meet the urgent demand. This is the best possible illustration for sheep shippers that they can do better by sending more of their sheep to this market.

HORSES AND MULES.

St. Louis has again broken her horse and mule record, this time by the largest margin in the history of the market.

The total of 193,669 head received not only surpassed the highest record of the market by 24,587 head, but the total of 1903 by 55,958 head, or nearly forty per cent.

No other year in the history of the market has made such an enormous gain. Values of horses during the year have been an average of \$10.00 per head higher than the year preceding. Some classes have shown only a moderate advance, while on others it has been heavy. Coach and fancy harness horses have sold strong, but they have been bringing such high values for several years past that the improvement was not so noticable as on other classes. Southern horses have shown more advance than any. The market improved gradually throughout the year, and by the month of October prices were quoted \$10.00 to \$20.00 higher than the previous season.

Prices on mules showed about as much average advance as horses. It can generally be placed at \$10.00 per head all around. All kinds shared this improvement, but like horses, the most pronounced gain was on Southern kinds. In all the history of the mule business, cotton mules never sold so high as during the month of September, October, November, and the early part of December.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES
FOR THIRTY-FIVE YEARS.**

YEAR.	RECEIPTS.				SHIPMENTS.					
	Cattle.	Sheep.	Hogs.	Horses & Mules.	Cattle.	Sheep.	Hogs.	Horses & Mules.		
1864.....	1,251,582	746,109	2	69	84	84	1	80	171,076	
1865.....	1,209,121	565,896	1	11	84	95	1	78	117,125	
1866.....	1,181,038	540,443	1	97	84	91	1	41	99,425	
1867.....	989,831	534,115	2	16	2	49	1	76	119,989	
1868.....	795,800	47	53	92	2	99	1	99	147,463	
1869.....	766,062	41	66	35	2	77	1	32	108,772	
1870.....	735,611	4	91	43	2	19	1	64	117,608	
1871.....	900,768	6	90	70	2	64	2	99	97,549	
1872.....	905,618	6	72	22	3	27	2	92	121,203	
1873.....	811,275	51	60	20	27	33	1	96	61,926	
1874.....	773,571	2	95	23	2	60	1	96	67,564	
1875.....	908,257	2	35	34	47	66	2	76	65,981	
1876.....	801,111	37	92	69	4	36	2	85	49,077	
1877.....	779,499	4	69	75	464,794	2	96	71	65,891	
1878.....	699,014	2	96	92,071	361,705	2	96	6	71	79,099
1879.....	506,150	2	95	79,104	297,879	2	76	4	10	65,299
1880.....	546,675	4	69	58,458	336,206	3	76	2	99	61,199
1881.....	464,628	41	25	97,048	277,406	2	16	2	35	59,229
1882.....	577,350	2	65	22,023	212,956	2	29	5	62	39,796
1883.....	396,220	2	66	39,666	233,249	2	91	7	87	25,619
1884.....	430,717	2	63	41,370	315,433	2	45	6	74	89,544
1885.....	405,090	296,612	1	44,913	249,593	2	70	6	88	44,543
1886.....	333,169	443,190	1	42,713	183,486	2	71	2	84	46,255
1887.....	506,662	374,426	1	42,365	298,099	1	85	2	19	43,794
1888.....	434,720	205,969	1	46,011	238,879	1	23	7	89	44,416
1879.....	430,654	182,648	1	23,269	226,265	1	53	6	96	36,947
1879.....	406,335	168,006	1	27,673	261,772	1	33	6	27	30,987
1877.....	411,999	200,592	896,819	29,653	251,566	1	90	3	87	25,187
1876.....	349,043	157,831	877,160	29,271	230,420	1	96	2	76	26,301
1875.....	335,743	136,679	629,609	27,616	216,701	1	84	11	39	26,675
1874.....	300,935	114,913	1,196,596	27,175	226,678	1	77	463	710	29,203
1873.....	279,678	86,434	973,519	.....	180,662	1	92	234	673	.....
1872.....	263,404	115,904	789,676	.....	164,679	1	40	163	700	.....
1871.....	189,597	119,699	653,370	.....	139,018	1	65	118	912	.....
1870.....	201,433	94,477	310,860	.....	129,748	11,649	17	156	.....	.....

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1904.

ROUTE.	RECEIPTS.				SHIPMENTS.			
	Cattle, Head.	Hogs, Head.	Sheep, Head.	Horses & Mules, Head.	Cattle, Head.	Hogs, Head.	Sheep, Head.	Horses & Mules, Head.
Chicago & Alton R.R. (Mo. Div.).....	58,513	128,190	61,186	11,539	5,415	1,007	1,172	543
Missouri Pacific R.R.....	169,939	277,556	51,192	19,196	8,571	8,971	1,187	630
Wabash R.R. (West).....	124,143	326,888	88,798	86,539	7,884	864	4,384	769
Ky.	12,974	54,263	10,743	1,274	262	.....	.....	137
.....	821,202	812,249	114,884	9,689	787	.....	818	1,868
.....	803,214	171,887	69,547	4,693	2,357	845	8,839	670
.....	8,780	10,463	1,850	47	74	9	128	370
Northern R.R.....	58,612	73,424	25,872	1,120	1,612	211	41	8,204
(Mo.).....	.....	.....	.....	.....	85	.....	1	210
Illinois Central R.R.....	20,580	119,797	28,687	2,788	8,890	1,181	8,078	25,905
Louisville, Henderson & St. Louis R.R.....	.....	.....	.....	30	1,006	.....	.....	696
Louisville & Nashville R.R.....	11,267	48,863	37,804	4,493	18,785	4,481	9,595	65,214
Mobile & Ohio R.R.....	5,827	42,354	12,886	684	1,755	2,681	977	17,890
Southern Railway Co.....	8,870	21,720	6,091	926	4,669	4,732	2,607	1,908
.....	4,867	31,901	9,990	1,198	58,080	57,708	7,569	5,488
(line).....	14,978	108,490	21,694	6,208	63,178	1,040	26,011	6,970
R.R.....	5,184	27,477	2,454	2,001	85,918	79,080	2,967	5,282
.....	5,558	14,502	7,733	2,190	62,217	196,411	6,944	18,143
.....	4,505	41,758	8,281	8,553	41,981	8,838	24,680	2,434
R.....	8,521	19,970	8,521	508	26,248	50,800	2,169	1,263
.....	12,400	89,788	8,456	1,346	17,524	848	2,104	1,966
R.....	9,751	76,768	9,755	10,657	11,521	8,419	8,533	2,084
R.R. R.....	71,902	822,652	162,971	58,018	1,878	502	1,910	720
.....	.....	.....	.....	23	.....	.....	.....	117
.....	8,411	16,171	2,902	1,098	685	708	304	674
.....	9,780	46,780	10,604	903	639	.....	41	2,888
.....	2,988	18,084	1,990	107	180	185	.....	2,265
Illinois River.....	.....	.....	.....	.....	.....	.....	.....	16
Missouri River.....	.....	.....	.....	.....	.....	.....	.....	303
Ohio, Cumberland & Tennessee Rivers Driven.....	150	1,224	94	1	9	.....	.....	.....
.....	27,201	23,686	2,824	18,188	.....	.....	.....	.....
Total.....	1,261,532	2,861,028	746,109	198,000	849,464	412,776	103,900	171,976

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1904.**

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT INDEPENDENT STOCK YARDS
FOR THE YEAR 1904.**

1904. Month.	Receipts.				Shipments			
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	Sheep.	Horses and Mules.
January.....	5,740	25,259	5,252	226	300	258	....	....
February.....	11,232	27,017	4,791	295	1,126	926	21	412
March.....	15,785	34,896	4,048	940	1,415	4,711	...	838
April.....	12,844	52,829	3,042	829	1,802	5,190	...	168
May.....	12,798	56,098	4,084	486	2,442	6,601	...	86
June.....	18,761	55,198	6,129	128	2,184	5,028	640	56
July.....	18,896	67,126	6,215	17	5,262	7,677	911	42
August.....	20,551	42,119	8,420	60	4,040	9,124	824	68
September.....	20,466	52,097	6,049	226	5,500	5,049	665	265
October.....	14,808	54,115	4,774	209	4,072	5,135	....	219
November.....	10,825	42,011	4,488	260	2,597	3,880	29	197
December.....	10,304	42,822	3,024	850	2,824	1,244	276	635
Totals.....	168,880	428,160	66,281	2,914	52,944	52,820	3,612	2,448

WEEKLY PRICES OF LIVE STOCK FOR 1904.

From Daily National Live Stock Reporter.

Week Ending.	CATTLE.		HOGS.		SHEEP.	
	Best Native Steers.	Best South-ern Steers.	Top.	Bulk.	Best Lambs.	Best Sheep.
January 2.....	\$5 80	\$5 75	\$4 92½	4 70@4 80	\$ 5 75	\$5 75
9.....	5 85	4 45	5 05	4 67½ 4 95	5 75	4 25
16.....	5 25	4 50	5 15	4 65 5 05	5 60	4 85
23.....	5 30	4 40	5 20	4 75 5 10	5 75	4 50
30.....	5 15	4 45	5 25	4 80 5 15	5 75	4 75
February 6.....	4 90	4 10	5 10	4 70 5 02½	5 65	4 75
13.....	5 85	4 85	5 40	5 00 5 82½	5 75	4 75
20.....	5 80	4 80	5 50	5 00 5 40	6 00	4 75
27.....	5 25	4 75	5 80	5 35 5 70	6 00	4 75
March 5.....	5 15	4 40	5 65	5 20 5 50	6 00	4 75
12.....	5 85	4 40	5 75	5 25 5 70	6 00	4 75
19.....	5 15	4 45	5 70	5 20 5 60	5 75	4 90
26.....	5 00	4 70	5 57½	5 20 5 50	5 75	4 75
April 2.....	5 25	4 85	5 67½	5 12½ 5 62½	5 60	5 40
9.....	5 25	4 50	5 50	5 05 5 40	5 75	5 50
16.....	5 25	4 50	5 85	5 00 5 25	5 75	5 40
23.....	5 25	4 65	5 25	4 85 5 15	5 75	5 50
30.....	5 40	4 50	5 10	4 75 5 10	5 95	5 60
May 7.....	5 15	4 70	4 90	4 65 4 80	5 75	5 60
14.....	5 05	4 55	4 90	4 60 4 82½	5 75	5 50
21.....	5 50	4 55	4 90	4 55 4 85	5 75	5 50
28.....	5 85	4 75	4 85	4 55 4 75	6 10	5 65
June 4.....	5 75	5 00	4 82½	4 57½ 4 72½	7 35	5 50
11.....	6 25	5 40	5 00	4 60 4 90	7 35	5 10
18.....	6 65	5 90	5 15	4 85 5 10	7 10	4 75
25.....	6 40	5 25	5 50	5 00 5 42½	7 35	4 60
July 2.....	6 25	4 70	5 50	5 15 5 40	6 25	4 00
9.....	6 20	4 50	5 60	5 30 5 52½	7 25	4 25
16.....	6 10	4 70	5 45	5 10 5 80	6 75	4 25
23.....	5 90	4 60	5 60	5 10 5 50	6 25	4 25
30.....	6 05	4 50	5 75	5 10 5 70	6 75	4 25
August 6.....	5 90	4 80	5 55	5 20 5 50	5 75	3 85
13.....	6 00	4 15	5 65	5 10 5 55	6 00	4 00
20.....	5 60	4 00	5 60	5 15 5 47½	5 25	3 75
27.....	5 85	3 90	5 72½	5 25 5 65	5 50	3 75
September 3.....	5 75	3 60	5 70	5 30 5 65	5 50	3 75
10.....	5 90	3 75	5 95	5 50 5 87½	5 40	3 75
17.....	6 00	3 60	6 10	5 75 6 00	5 50	4 00
24.....	5 90	3 90	6 25	5 90 6 17½	5 75	4 00
October 1.....	6 05	3 60	6 30	5 82½ 6 25	5 75	4 25
8.....	6 10	4 00	6 17½	5 80 6 07½	6 00	4 50
15.....	6 25	4 00	6 02½	5 25 6 00	5 50	4 10
22.....	6 60	4 20	5 50	4 90 5 30	5 75	4 15
29.....	6 25	4 05	5 50	4 95 5 40	6 00	4 25
November 5.....	6 60	4 25	5 17½	4 85 5 12½	5 75	4 25
12.....	6 55	3 75	5 25	4 75 5 12½	6 00	4 65
19.....	6 50	3 70	4 92½	4 50 4 75	6 00	4 75
26.....	5 15	3 85	4 80	4 50 4 70	6 00	4 75
December 3.....	5 85	4 10	4 70	4 40 4 62½	6 00	4 75
10.....	5 75	4 50	4 60	4 25 4 50	6 25	4 75
17.....	8 00	4 40	4 67½	4 40 4 62½	7 00	4 90
24.....	5 75	4 15	4 72½	4 87½ 4 62½	6 60	4 75
31.....	5 80	4 40	4 85	4 50 4 75	7 00	4 85

TOBACCO.

LEAF.

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts, Hhds.	Receipts, Pkgs.	Shipments, Hhds.
1904	53,719	11,422	1,945
1903	51,402	11,579	1,509
1902	56,584	11,077	1,944
1901	62,137	9,668	1,775
1900	44,914	12,997	2,296
1899	66,802	11,538	2,053
1898	48,618	11,964	2,200

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff, cigars and cigarettes. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

MANUFACTURED.

St. Louis maintains its position as the place where more tobacco is manufactured annually, and whose brands are more widely known, than any other place in the world. The amount manufactured in the First Missouri district, in 1904, of which nearly the entire amount is the output of St. Louis factories, shows quite a falling off from previous years, being 65,832,529 pounds, compared with 80,875,428 pounds in 1903. In addition to the amount manufactured 16,717,640 pounds was received from other points, making the total business of the year 82,550,169 pounds. Shipments were 76,183,355 pounds.

The number of cigars manufactured was 63,824,510, while the total sold in St. Louis in 1904 is estimated at 300,000,000, of an average value of \$4.00 per hundred. The total value of tobacco and cigars sold is placed at \$38,000,000.

According to the report of the Commissioner of Internal Revenue the total amount of tobacco manufactured in the United States in 1903—the last available date—was 351,498,096 pounds, of which the First Missouri district manufactured 80,772,309 pounds, or nearly 23%.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1903,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

YEAR.		Tobacco manu- factured. Lbs.	Am't tax paid
Fiscal,	1873		\$1,884,000 00
"	1874		1,154,551 53
"	1875		1,317,583 26
"	1876		1,185,713 99
Calendar, 1877			1,319,036 16
"	1878		1,440,716 84
"	1879		1,477,830 00
"	1880		2,063,549 45
"	1881		2,751,977 00
"	1882		2,728,525 82
"	1883		2,319,433 19
"	1884		1,816,563 37
"	1885		2,235,028 08
"	1886		2,484,204 41
"	1887		2,923,774 09
"	1888		2,900,744 29
"	1889		2,597,173 39
"	1890		4,143,368 31
"	1891		3,023,066 24
"	1892		2,480,641 09
"	1893		3,027,939 37
"	1894		3,426,846 78
"	1895		3,448,578 60
"	1896		3,185,070 79
"	1897		3,755,293 74
"	1898		5,683,743 86
"	1899		9,000,788 62
"	1900		9,515,895 18
"	1901		8,826,848 32
"	1902		6,485,205 24
"	1903		4,853,523 71
"	1904		8,949,951 77

The manufactures of the past five years can be classified as follows:

	1904. Pounds.	1903. Pounds.	1902. Pounds.	1901. Pounds.	1900. Pounds.
Plug Chewing Tobacco. ...	59,901,515	75,990,745	77,858,941	76,395,712	78,525,555
Fine Cut.....	.....	.....	12,756	31,370	73,015
Smoking.....	6,981,014	5,014,688	5,221,844	5,093,781	5,696,889
Snuff.....	10,501	10,598	10,424	14,508	14,901
Total.....	65,843,030	80,996,024	82,808,965	82,025,871	97,909,800

CIGARS MANUFACTURED IN ST. LOUIS.

YEAR.		Manufact'd.	Amount of tax paid.
Fiscal,	1874	35,425,820	\$ 176,898 45
"	1875	36,057,933	189,892 89
"	1876	31,841,875	191,051 25
Six mon's	1877	17,596,717	105,520 30
Calendar	1878	36,590,500	219,353 09
"	1879	35,042,043	210,253 28
"	1880	36,390,575	230,397 45
"	1881	41,857,917	251,207 50
"	1882	40,877,750	245,266 50
"	1883	40,021,079	198,674 84
"	1884	41,827,500	191,094 40
"	1885	41,466,220	191,510 57
"	1886	43,566,363	180,759 09
"	1887	46,732,973	140,198 98
"	1888	47,294,890	141,828 16
"	1889	46,289,225	138,867 68
"	1890	38,954,200	.....
"	1891	53,274,983	159,825 95
"	1892	56,964,576	170,953 13
"	1893	53,787,160	161,316 47
"	1894	51,435,590	154,306 59
"	1895	49,073,890	147,221 68
"	1896	47,192,814	141,578 45
"	1897	46,262,433	138,347 29
"	1898	47,830,690	158,691 01
"	1899	49,118,600	176,808 96
"	1900	55,671,715	200,418 17
"	1901	46,825,000	153,872 00
"	1902	49,131,634	160,458 78
"	1903	62,198,000	196,579 14
"	1904	63,824,510	191,478 53

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR
SIX YEARS.

	1904.	1903.	1902.	1901.	1900.	1899.
Tobacco.....lbs.	65,832,529	80,875,428	81,754,259	80,766,583	76,170,830	64,530,057
Cigars M.....	63,824	62,198	48,181	46,325	46,548	41,167
Cigarettes M.....	745	640	5,514	11,500	57,816	69,909
Snuff.....lbs.	10,501	10,596	10,424	14,500	14,901	16,689

LUMBER.

By L. M. BORGESS, Secretary Lumbermen's Exchange of St. Louis.

The lumber business of the city for the year of 1904 has been most prosperous. During the past year many lumber manufacturers who in former years operated in the Northern States have transferred their interests to the South.

It is impossible to arrive at any estimate of the tremendous business transacted by the lumbermen of this city which did not touch St. Louis, but was shipped direct from points of manufacture to that of consumption. While this vastly increased the volume of business done by St. Louis firms, such business does not show nor is it considered in the following tabulated record of receipts and shipments for St. Louis. The receipts for the past four years over each railroad were as follows:

NAME OF ROAD.	Cars. 1904.	Cars. 1903.	Cars. 1902.	Cars. 1901.
(V.).....	35	12	116	63
.....	4,965	5,408	5,552	2,688
.....	10,517	4,525	1,734	924
.....	256	254	212	574
Pacific	49	58	26	9
.....	1,057	678	ALL	187
.....	10,160	9,246	10,988	7,786
& Southern.....	48,619	59,985	65,199	58,414
& Southern (Ill. Div.)	15,066	1,958	5	.....
.....	12,522	18,197	16,706	13,545
St. Louis.....	128	65	75	52
.....	1,047	1,944	2,300	2,020
.....	20,754	23,272	24,574	16,634
.....	478	687	776	1,088
Western.....	182	2	20	105
.....	239	526	620	888
Chicago & St. Louis ...	11	26	79	159
.....	149	214	152	225
.....	890	1,072	1,284	1,294
ern	145	508	859	124
uis.....	519	669	1,021	1,154
utney	296	808	406	591
thwestern.....	1,147	1,888	1,119	2,066
ls.....	52	.....	.....	.....
TOTAL	124,045	126,947	131,576	111,897

In addition to this rail movement of lumber the report of the harbor master shows the following receipts by river:

	1904.	1903.	1902.	1901.
Lumber.....	31,668,800	33,068,600	51,957,800	62,602,900
Shingles, pieces	658,000	8,271,400	6,455,000	11,196,250
Lath, pieces .....	.....	428,800	7,067,000	12,385,550
Pickets, pieces .....	.....	.....	216,000	147,900
Logs, superficial feet....	8,747,360	4,426,000	1,561,880	9,331,800

To reduce this amount of lumber to feet is a problem which cannot be solved with any degree of accuracy. For this reason the same basis of 12,000 feet to the car is taken. This gives the following as the total receipts of the St. Louis market:

	Feet—1904.	Feet—1903.	Feet—1902.
By Rail.....	1,488,540,000	1,510,164,000	1,578,912,000
By River.....	21,663,800	33,033,600	551,957,800
Logs by River	8,747,800	4,426,000	15,618,800
Total.....	1,518,951,160	1,547,678,600	1,646,488,100

The shipments for the three years over each of the railroads were as follows:

NAME OF ROAD.	Cars. 1904.	Cars. 1903.	Cars. 1902.
Chicago & Alton (Mo. Div.)	577	828	872
Missouri Pacific	8,597	12,392	12,506
Frisco System.....	2,887	2,847	786
Wabash (West).....	4,001	4,054	5,007
Chicago, Rock Island & Pacific.....	711	881	638
Missouri, Kansas & Texas.....	454	987	1,175
St. Louis Southwestern	17	1	25
St. Louis, Iron Mountain & Southern.....	254	267	208
St. Louis, Iron Mountain & Southern (Ill. Div.)	851	56	21
Illinois Central.....	2,280	2,884	1,988
Louisville, Henderson & St. Louis.....	70	46	24
Louisville & Nashville	141	180	88
Mobile & Ohio	75	46	68
Southern Ry.....	1,124	606	971
Baltimore & Ohio Southwestern	1,889	1,581	1,887
Cleveland, Cincinnati, Chicago & St. Louis.....	5,269	8,716	8,062
Chicago & Alton	7,076	8,804	4,554
Vandalia.....	7,898	6,168	6,880
Wabash (East).....	11,902	17,746	12,018
Toledo, St. Louis & Western.	2,592	2,588	4,072
Chicago, Peoria & St. Louis	5,284	9,755	4,051
Chicago, Burlington & Quincy	4,908	8,852	4,897
St. Louis, Keokuk & Northwestern.....	6,241	9,409	7,954
Chicago & Eastern Illinois.....	628	.....	.....
TOTAL	76,101	81,572	71,727

On a basis of 12,000 feet to the car this gives the following as the total shipments:

	Feet—1904.	Feet—1903.	Feet—1902.
By rail.....	913,212,000	978,884,000	880,724,000
By river.....	1,465,000	1,836,000	2,086,000
Totals.....	914,677,000	980,700,000	882,810,000

A very interesting deduction from the figures here given is to arrive at the local consumption, which can be done by subtracting the shipments from the receipts.

	Feet—1904.	Feet—1903.
Receipts	1,518,951,160	1,547,678,600
Shipments	914,665,000	980,700,000
Local consumption.....	599,286,160	566,978,600

BAGGING AND COTTON TIES.

The large cotton crop caused a correspondingly large demand for bagging and ties, and the business of the year shows an increase in manufacture and a decrease in stocks left over at the close of the year. The receipts of jute, as given, are probably in error, as manufacturers report receipts larger than previous year, as the amount manufactured and amount shipped shows. Doubtless some of the receipts of jute were reported either as merchandise or bagging being billed in that way.

RECEIPTS OF JUTE FOR SEVEN YEARS

RECEIPTS.	1904.	1903.	1902.	1901.	1900.	1899.
Jute, bales.....	88,536	68,828	76,510	51,883	87,312	42,206

SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1904.	1903.	1902.	1901.	1900.	1899.	1898.	1897.	1896.
Bagging, pcs.....	181,890	155,932	261,820	331,113	212,619	256,312	273,661	305,879	181,811

BAGGING MANUFACTURED.

1904.....	11,500,000 yards.
1903.....	10,400,000 "
1902.....	11,000,000 "
1901.....	12,500,000 "
1900.....	9,975,655 "
1899.....	12,273,500 "
1898.....	12,500,000 "
1897.....	9,000,000 "
1896.....	3,000,000 "
1895.....	11,700,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1904.....	1,000,000 yards.
" 1903.....	6,000,000 "
" 1902.....	4,000,000 "
" 1901.....	2,500,000 "
" 1900.....	8,731,245 "
" 1899.....	5,131,200 "
" 1898.....	721,600 "
" 1897.....	200,000 "
" 1896.....	1,000,000 "
" 1895.....	1,200,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1904.....	17,085	.....
1903.....	1,775	.....
1902.....	45,030	.....
1901.....	6,708	335,400
1900.....	12,788	639,400
1899.....	10,750	537,500
1898.....	93,645	4,632,250
1897.....	35,878	1,793,900
1896.....	42,129	2,106,450
1895.....	3,020	151,000

HIGHWINES AND WHISKIES.

RECEIPTS— Highwines and Whiskies.	Barrels.	SHIPMENTS— Whisky.	Barrels.
1904.....	130,200	1904.....	98,004
1903.....	115,295	1903.....	111,572
1902.....	118,140	1902.....	151,965
1901.....	145,225	1901.....	143,739
1900.....	143,555	1900.....	155,903
1899.....	134,280	1899.....	147,664
1898.....	98,430	1898.....	116,593
1897.....	105,873	1897.....	141,425
1896.....	100,680	1896.....	107,176
1895.....	86,054	1895.....	114,305
1894.....	113,110	1894.....	133,716

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1903 and 1904:

	1903.	1904.
Spirits produced, gals.—Bourbon.....	33,552.2	69,301.6
Alcohol.....	000.0	000.0
Gin.....	000.0	000.0
Highwines.....	000.0	000.0
Pure neutral or cologne spirits and whisky sp'ts	000.0	000.0
Rye Whisky.....	5,773.2	887.0
Total.....	42,335.4	70,188.6
Amount of tax paid, at \$1.10 per gallon.....	\$33,119.2 tx.gals.	{ *33,853.6 tx.gals. \$ 42,742.26
Alcohol withdrawn for scientific purposes free of tax	000.0 gals.	None.
Whisky allowed by reason of leakage and evaporat'n	5,093.8 "	5,833.2 "

*Big distillers closed in this district by trust.

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1903.	Dec. 31, 1904.
Bourbon.....	40,162.7 gals.	46,247.8 gals.
Alcohol.....	None.	None.
Gin.....	None.	None.
Pure neutral or cologne spirits and whisky spirits.....	2,808.9 "	702.5 "
Rye Whisky.....	16,608.6 "	15,697.5 "
Total.....	59,578.2 "	62,047.8 "

SPIRITS RECTIFIED OR COMPOUNDED.

1899.....	2,293,447.33 gals.	1893.....	3,192,037.00 gals.
1898.....	2,503,186.13 "	1892.....	3,337,411.73 "
1897.....	3,412,279.50 "	1891.....	3,283,452.37 "
1896.....	3,332,374.17 "	1890.....	3,153,456.93 "
1895.....	3,232,155.13 "	1889.....	3,257,984.13 "
1894.....	3,932,300.23 "	1888.....	2,184,546.32 "

July 1st, 1900, to June 30th, 1901, 2,433,059.29 proof galls. or 2,761,720.18 wine galls.

July 1st, 1901 to June 30th, 1902, 2,591,564 proof galls. or 2,928,537 wine galls.

July 1st, 1902, to June 30th, 1903, 3,211,234 proof galls. or 3,519,342 wine galls.

July 1st, 1903, to June 30th, 1904, 3,381,915.57 proof galls. or 2,916,051.08 wine galls.

Total number of wholesale liquor dealers' stamps issued on change of package:

1902.....	39,862	1903.....	40,801	1904.....	42,290
-----------	--------	-----------	--------	-----------	--------

NAVAL STORES.

	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch,
1904—30 bbls., 175 tanks. =	21,000	82,435	= 146,000	6,894
1903.....	25,529	81,560	= 145,000	20,311
1902.....	20,456	81,005	= 122,000	5,399
1901.....	26,077	90,961	= 138,066	4,596
1900.....	18,000	73,197	= 104,000	10,120
1899.....	16,000	59,620	= 89,430	6,878
1898.....	21,034	87,846	= 134,606	7,028
1897.....	18,019	76,831	= 109,758	7,100
1896.....	16,981	49,902	= 75,098	8,475
1895.....	14,752	49,350	= 73,144	12,240
1894.....	17,314	57,456	= 82,080	8,170
1893.....	15,679	44,870	= 51,375	12,048
1892.....	19,890	53,738	= 76,947	10,213
1891.....	19,470	56,322	= 75,322	5,679
1890.....	15,686	48,900	= 68,699	5,157
1889.....	18,900	49,397	= 69,300	4,167
1888.....	17,622	47,052	= 68,250	5,516
1887.....	18,262	45,231	= 66,200	8,675
1886.....	18,912	33,742	= 72,000	5,095
1885.....	13,125	48,273	= 66,860	7,343
1884.....	9,846	36,357	.....	5,818
1883.....	12,286	40,010	.....	5,779
1882.....	13,994	36,882	.....	8,796
1881.....	5,045	41,717	.....	6,293
1880.....	8,076	48,148	.....	4,544

On account of the high prices, the receipts and sales of Turpentine decreased last year. The price ranged from 51 cents to 60 cents per gallon, and the price of Rosin ranged as follows:

"D," "E," "F".....	\$2.57½ to \$2.80
"G".....	2.65 " 2.95
"H".....	2.72½ " 3.00
"I".....	2.95 " 3.35
"K".....	3.15 " 4.00
"M".....	3.20 " 4.30
"N".....	3.30 " 4.50
"WG".....	3.55 " 4.75
"WW".....	3.80 " 5.15

LEAD AND SPELTER.

By John Wahl Commission Co.

PIG LEAD.

The Lead business during the year 1904 has been without any special features. The year opened at the same quotations as ruled at the end of the year 1903, \$4.17½ St. Louis. Ten changes in the price of Lead were established by the American Smelting & Refining Co.

On January 13th they advanced the price to.....	\$4.32½
" January 20th the price was made	4.42½
" January 30th " " " "	4.32½
" March 1st " " " "	4.42½
" May 20th " " " "	4.27½
" May 24th " " " "	4.17½
" June 14th " " " "	4.12½
" July 25th " " " "	4.02½
" August 29th " " " "	4.12½
" December 1st " " " "	4.52½

The average price of Pig Lead for the year under review was slightly higher than for the preceding twelve months. Consumption was very heavy the demand for electrical purposes, cables, etc., especially showing a large increase.

Productions of Lead in the United States during 1904 are approximated as follows:

Desilverized about.....	215,000 tons.
Missouri Lead.....	88,000 tons.

The Coeur d'Alene District continues to be the largest producing district in the United States; some promising new discoveries have been reported therefrom in 1904. Following the Coeur d'Alene the second place is occupied by Southeast Missouri. As usual the output for Lead from the Southeastern or "disseminated lead" District of Missouri, approximate 73,000 short tons, an increase of about 10 percent over that of 1903, the previous maximum. With an average value of 4.4 cents per pound gives an estimated value of nominally Six and One-half Million Dollars in the St. Louis market. Of this non-argentiferous production 88 percent came from St. Francois County.

SPELTER.

Productions of Spelter during the year 1904 show quite a large increase over the year 1903. This is pointed out by the increase in the Ore production of the Joplin District which rose from 235,000 tons in 1903 to something like 262,000 tons in 1904. Although Joplin no longer holds its former position as

the sole source of any great consequence of Western Spelter is it still, nevertheless, the most important source, about Seventy-Five percent of the metal originating within its limits.

The increased production of Spelter has been absorbed by an increased consumption, especially during the last half of the year. Statistics show that during the year 1904 we had the largest production of Spelter on record in the United States, also the highest range of Ore prices over the longest period, the average for Ore containing Sixty percent Zinc having been about \$37.40 per ton at Joplin.

On January 1st, 1904, the price of Spelter in St. Louis was nominally \$4.70, by the end of April the price rose to \$5.05 St. Louis. During June quite a depression set in and the price declined to about \$4.57½ St. Louis. A curtailment in the Ore output caused an advance in July, and in August heavy exports of Spelter advanced prices to \$4.85 St. Louis. From that point we had a gradual advance and the year 1904 closed with Spelter worth \$6.05 in St. Louis.

The highest price paid for Zinc Ore during 1904 was \$52.50 a ton and this occurred during the last week of October.

WHITE LEAD.

St. Louis holds the foremost position in the manufacture of white lead. The brands of St. Louis have an established reputation for purity and general excellence. It is estimated that one-third of the output in the United States is manufactured here.

That the business is increasing is shown by the following statement of shipments, which does not include the amount used in the city and suburbs or on the World's Fair buildings.

	Pounds.
1904.....	73,280,590
1903.....	80,907,480
1902.....	69,430,975
1901.....	59,670,720
1900.....	50,645,780
1899.....	48,460,250

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

RECEIVED BY	1904.	1903.	1902.
Chicago & Alton R. R., Mo. Div.....	568,075	562,960	719,808
Missouri Pacific Ry.....	68,905	185,565	281,890
St. Louis & San Francisco R. R.....	152,490	.....	8,788
Wabash R. R. (West).....	2,400	.....	24,460
Chicago, Rock Island & Pacific	145,785	98,000	42,080
Missouri, Kansas & Texas R. R.....	169,820	1,000,785	669,475
St. Louis, Iron Mountain & Southern R. R.....	.....	.....	.....
Illinois Central R. R.....	650	1,215	140
Louisville & Nashville R. R.....	3,425	2,595	.....
Toledo, St. Louis & Western R. R.....	625	.....	9,400
Chicago & Alton R. R.....	1,110	.....	.....
Vandalia R. R.....	81,495	86,710	81,960
Wabash R. R. (East).....	125,015	854,075	.....
Chicago, Peoria & St. Louis R. R.....	74,690	.....	4,485
Chicago, Burlington & Quincy R. R.....	84,785	225,780	220,845
St. Louis, Keokuk & Northwestern R. R.....	2,878,840	2,407,605	2,007,720
TOTAL			

SHIPMENTS OF WHITE LEAD.

POUNDS.	POUNDS.	POUNDS.
1896.....57,411,968	1897.....59,968,015	1901.....59,670,720
1898.....53,660,975	1899.....69,442,580	1902.....69,420,975
1899.....42,808,960	1900.....48,480,250	1903.....60,907,420
1900.....40,250,800	1901.....50,710,680	1904.....78,380,600

MONTHLY PRICES OF LEAD AND SELLER FOR TWO YEARS.

MONTH.	LEAD.		SELLER.	
	1903.	1904.	1903.	1904.
January.....	8 95 @ 4 00	4 15 @ 4 50	4 85 @ 4 85	4 87 1/2 @ 4 77 1/2
February.....	8 97 1/2 4 00	4 27 1/2 4 40	4 82 1/2 4 90	4 85 4 83 1/2
March.....	8 97 1/2 4 60	4 40 4 47 1/2	4 90 5 80	4 80 4 95
April.....	4 23 1/2 4 57 1/2	4 40 4 45	5 23 1/2 5 50	4 95 5 10
May.....	4 15 4 25	4 20 4 42 1/2	5 25 5 60	4 65 5 07 1/2
June.....	8 95 4 17 1/2	4 07 1/2 4 20	5 45 5 60	4 80 4 80
July.....	8 97 1/2 4 25	4 00 4 25	5 45 5 60	4 75 4 80
August.....	4 02 1/2 4 25	4 00 4 15	5 45 5 75	4 75 5 00
September.....	4 15 4 50	4 10 4 15	5 55 5 90	4 90 5 00
October.....	4 25 4 40	4 12 1/2 4 20	5 80 5 65	4 90 5 25
November.....	8 97 1/2 4 57 1/2	4 20 4 65	4 80 5 90	5 15 5 55
December.....	4 00 4 25	4 82 1/2 4 62 1/2	4 45 4 80	5 65 6 00

WOOL, FURS AND HIDES.

By FUNSTON BROS. & CO.

WOOL.

The year of 1904 will go down in the history of the Wool Trade of America as being one of the biggest boom years ever known, which of course resulted in big profits to all those who bought wool at shearing time, as the market this year went steadily upward from the time that shearing started until the very end of the season. The prices paid at shearing time were somewhat higher than the year previous, and many in the trade believed that they were too high to take the chances of laying in big stocks. Others, on the contrary, held a different opinion and bought freely.

The supply of wool in this country is still much below that of previous years, which is due in a measure to the fencing up of western lands and forest reserves, which has curtailed the grazing facilities of the great West, where the majority of the wool of this country is grown. The St. Louis merchants experienced about the best year they have ever had in the wool business, and they are in fine condition to handle the clip of 1905. The new feature of the trade this year (which, however, has been practiced in former years just following a boom year such as 1904) is, that millions of pounds of wool were contracted on the sheeps back for delivery in the Spring of 1905. This was taking a big risk, but the dealers who made big money in 1904 hold that it was a safe speculation in view of the short supply of wool in all American markets which was supported by the liberal advance in foreign markets.

St. Louis is growing more and more important as a big wool center every year, and is growing more popular throughout the wool trade of the West. In States and Territories of the western country St. Louis practically establishes the values and sets the pace. It is the second largest wool market in the United States, and a very strong competitor for wools raised throughout the Mississippi Valley and the Western Territories.

Pulled and scoured wools have not shown the usual activity during the past year, for the reason that the demand has been so great for wool in the grease that it has paid bigger profits to sell without scouring. A conservative estimate of the value of the wool handled in St. Louis during the year 1904 amounts to about ten million dollars.

FURS.

St. Louis has been a fur market ever since its foundation, and during the past ten years it has made the biggest strides as a fur market in the history of the city. It stands to-day without a question of a doubt the largest primary

ur market in the world, and the importance of St. Louis as a great fur center is growing more and more surely every year. It is the largest market in the World for Raccoon, Mink, Skunk and Opossum skins—the volume handled here being even larger than that of the great market of the World, which is London.

St. Louis reaches to every part of North America for its receipts, and the business from Canada and Alaska is increasing in volume each year. Many shippers with large consignments from Alaska, on their way to London during the past season, stopped in St. Louis with their consignments and found a better market here than in London.

The catch for the season of 1904-05 will be even much larger than usual, with values taken as a whole higher than the previous season, which will make the total sales of this market amount to something like six million dollars.

HIDES.

The hide market in the early part of the year looked very disappointing to the entire trade, but as the season progressed and results of the election seemed assured, the general prosperity of the country demonstrated itself very distinctly by causing an enormous increase in the volume of business in both hides and leather. The export demand to Japan and Russia was larger than anticipated, and the big increase in business in the last of the year more than made up for the shortage in the beginning. All things considered, it was a very satisfactory and profitable year for the hide and leather trade.

Counting the output of the packing houses, a fair estimate of the value of hides on this market, based on the Merchants' Exchange record of the number of pounds shipped, would be about fourteen million dollars.

RECEIPTS AND SHIPMENTS FOR SIXTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1904.....	18,751,770	27,540,775	55,228,200	109,490,945
1903.....	18,766,250	21,031,610	50,910,600	112,690,030
1902.....	26,878,080	80,072,850	56,237,220	99,967,210
1901.....	26,877,110	27,811,875	55,065,080	116,723,595
1900.....	17,000,790	15,057,290	60,581,540	106,496,640
1899.....	28,491,625	82,517,076	68,933,720	92,692,028
1898.....	23,710,715	21,246,999	58,716,180	78,705,735
1897.....	30,865,410	34,803,700	59,872,110	88,908,100
1896.....	15,139,840	15,939,579	46,505,880	81,581,130
1895.....	21,503,780	20,528,100	44,169,790	78,039,400
1894.....	24,861,455	24,430,971	46,456,970	68,543,869
1893.....	15,024,436	15,726,165	45,011,866	61,523,479
1892.....	25,850,690	27,450,379	38,412,854	47,596,304

RECEIPTS OF PELTRIES AND FURS

BUNDLES.		BUNDLES.	
1904.....	88,212	1892.....	101,442
1903.....	11,825	1891.....	125,526
1902.....	31,084	1890.....	78,888
1901.....	85,084	1889.....	43,816
1900.....	146,507	1888.....	45,332
1899.....	259,256	1887.....	22,045
1898.....	318,948	1886.....	18,889
1897.....	274,900	1885.....	17,474
1896.....	210,432	1884.....	15,459
1895.....	196,498	1883.....	15,591
1894.....	87,048	1882.....	18,089
1893.....	96,855	1881.....	16,115

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1898.....	103,032	1899.....	104,040
1894.....	89,533	1900.....	136,928
1895.....	83,588	1901.....	153,660
1896.....	60,156	1902.....	182,125
1897.....	72,024	1903 Rolls and Sides.....	465,400
1898.....	83,215	1904 " ".....	601,865

HAY.

By the St. Louis Hay Exchange.

During the current year St. Louis received 269,560 tons of hay, which is as large or larger than any other city in the country and the stocks on hand at the end of the year are probably smaller than for many years—about 800 tons. We think our merchants are to be congratulated on this good showing.

The prices on both timothy and prairie hay have ruled steady, and at no time during the year has there been much of a surplus stock, clearly showing that our shipping and local demand has amply taken care of our receipts. The South and Southeast have not been in this market to any large extent during the year, owing to the fact that the south has had good forage crops of its own during the past year, but our shippers have shipped more hay this year than during the previous one.

The hay dealers, both receivers and distributors have organized associations during the year, for the betterment of the trade, and they all look forward to a large and satisfactory business for the coming season.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1904.....	269,560	119,984
1903.....	298,246	114,441
1902.....	218,224	89,028
1901.....	261,182	117,557
1900.....	234,216	120,777
1899.....	175,820	64,333
1898.....	160,850	46,488
1897.....	178,516	64,067
1896.....	230,852	107,960
1895.....	196,682	69,046
1894.....	159,969	41,238
1893.....	141,238	30,196
1892.....	131,148	32,078
1891.....	141,398	38,253
1890.....	114,092	40,247
1889.....	116,846	58,522
1888.....	107,884	34,685

Stock in store December 31st, 1896, about 8,250 tons.	
“ “ “ “ 31st, 1897, “ 3,500 “	
“ “ “ “ 31st, 1898, “ 2,500 “	
“ “ “ “ 31st, 1899, “ 3,500 “	
“ “ “ “ 31st, 1900, “ 2,040 “	
“ “ “ “ 31st, 1901, “ 1,500 “	
“ “ “ “ 31st, 1902, “ 500 “	
“ “ “ “ 31st, 1903, “ 2,500 “	
“ “ “ “ 31st, 1904, “ 800 “	

Receipts of Hay during 1902, 1903 and 1904, at the principal primary markets, were as follows:

	Tons.	Tons.	Tons.
	1902.	1903.	1904.
St. Louis.....	218,224	298,246	269,560
Cincinnati.....	161,898	102,091	106,871
Indianapolis.....	24,204	.....	26,152
Cleveland.....	62,682	72,867	148,868
Chicago.....	220,225	265,747	252,870
Kansas City.....	146,820	185,320	128,040
Peoria.....	81,598	41,560	87,834
Minneapolis.....	29,471	84,298	87,898
Milwaukee.....	.....	20,752	21,247

RECEIPTS AND SHIPMENTS OF HAY DURING 1903 AND 1904.

MONTHLY RANGE OF PRICES OF HAY DURING 1904.

MONTHS.	No. 1 Timothy, per ton.		No. 1 Prairie, per ton.	
January	\$10.50	@ 12.50	\$ 8.50	@ 9.50
February	10.50	12.50	8.50	9.50
March	10.50	13.00	8.50	9.50
April	11.50	14.50	8.50	9.50
May	12.00	15.00	8.50	9.00
June	12.00	15.00	9.00	10.00
July	10.00	14.00	9.00	10.00
August	10.00	15.00	8.00	9.50
September	9.00	12.00	7.50	8.50
October	10.00	12.50	8.00	9.00
November	10.00	12.50	9.00	10.00
December	10.50	12.50	8.50	10.00

CANDIES.

By V. L. PRICE, Vice-President of the National Candy Co.

In the last year St. Louis has enjoyed an increase in the candy business, especially with the jobbing trade.

There is still an increased demand for the higher grades of goods, in the manufacture of which St. Louis excels.

There are seven large factories in St. Louis employing over 2,000 hands, and paying in wages \$750,000 per annum.

Candies of every variety are manufactured, and there is no better selection to be had by the wholesaler or retailer than can be obtained in the St. Louis market.

The trade extends over nearly the United States, as far east as New England, and west to the Pacific Coast.

St. Louis enjoys geographically an enviable position, and with the assistance of the railroad companies offers exceptional advantages to the purchaser, which enables St. Louis confectioners to gain such a large volume of business in the Central, Western and Southern States.

The confectionery manufacturers of St. Louis are progressive and stand pre-eminent among their competitors for integrity and fairness, which was proven by the location of the general offices of the National Candy Co., comprising twenty large manufacturers, distributed throughout the United States, and of which company the president, secretary and treasurer are St. Louis confectioners.

The confectionery industry constitutes a very important part of the city's manufacturing industries, and approaches in volume nearly \$4,500,000 per annum, or about 60,000,000 pounds.

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1904.....	281,555	55,265	822,080	205,640	71,459	95,760
1903.....	218,785	47,080	953,120	212,195	50,782	92,400
1902.....	228,770	88,650	777,840	229,881	68,081	75,040
1901.....	815,285	85,280	772,800	.....	.....	.....
1900.....	288,105	27,575	776,160	283,769	20,846	10,080
1899.....	427,020	23,255	581,280	870,408	40,201	15,680
1898.....	888,120	48,280	451,540	819,911	29,825	44,800
1897.....	851,635	83,045	419,450	729,072	13,867	17,340
1896.....	829,668	89,163	454,160	257,106	9,840	23,025
1895.....	804,204	72,793	804,960	283,541	17,043	54,320
1894.....	248,830	60,737	620,500	238,404	8,628	22,960
1893.....	241,189	80,198	364,020	145,431	16,759	299,680
1892.....	290,487	48,963	473,200	280,280	38,246	149,923
1891.....	381,671	43,478	388,440	816,679	26,808	68,015
1890.....	328,189	33,840	163,030	346,691	25,578	70,020
1889.....	298,663	21,816	804,080	280,359	8,223	144,800
1888.....	330,110	24,649	244,700	258,410	22,821	137,680
1887.....	394,676	32,060	320,490	297,126	9,474	92,319
1886.....	400,858	51,992	247,160	396,487	11,658	56,924
1885.....	387,737	46,831	548,700	309,571	8,957	345,323
1884.....	436,440	58,237	496,800	318,983	13,246	228,020
1883.....	336,175	57,981	693,720	296,237	14,547	457,693
1882.....	297,425	42,750	368,290	291,188	16,519	245,071
1881.....	232,843	78,239	314,720	218,185	25,197	182,362
1880.....	313,379	61,348	383,868	239,163	21,682	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1904.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars, In Bulk.	Sacks.	Bbls.	Cars, In Bulk.
Chicago & Alton R.R. (Mo. Div.) ..	.....	.....	.....	.....	250	2
Missouri Pacific Railroad	4,640	.....	828	10	25,565	6
St. L. & San Francisco Railroad ..	.....	.....	.....	.....	69,565	.....
Wabash Railroad (West) .....	.....	85	1	5,785	1,995	11
Chicago, R. I. & Pacific Ry.....	.....	.....	.....	25	420	47
Mo., Kansas & Texas R. R. ....	.....	810	.....	21,820	38,770	8
St. Louis Southwestern R.R.....	.....	.....	.....	5,480	20,965	6
St. L., Iron Mountain & So. R. R...	5,040	.....	2	9,419	6,925	18
St. L., I. M. & S. R. R. (Ill. Div.)..	.....	.....	9	450	6,135	14
Illinois Central R. R.	7,805	14,485	207	26,630	9,835	.....
Louisville, Hend'son & St. L. R. R.	.....	.....	.....	.....	.....	.....
Louisville & Nashville R.R. ....	.....	.....	.....	125	425	.....
Mobile & Ohio R.R. ....	.....	250	180	.....	10,090	.....
Southern Railway.....	.....	.....	.....	160	1,840	.....
Baltimore & Ohio S.-W. R. R.	500	8,500	48	85	205	.....
Chicago & Alton R.R.....	2,905	21,825	189	180	1,940	88
O., C., C. & St. Louis R.R.....	8,245	29,800	70	280	515	4
Vandalia R. R.	4,895	20,280	255	100	70	.....
Wabash Railroad (East).....	815	99,070	.....	400	.....	19
Toledo, St. Louis & Western R. R.	20,850	98,725	191	.....	150	.....
Chicago, Peoria & St. Louis R.R...	400	545	10	85	690	.....
Chicago Burlington & Quincy R.R	.....	8,425	28	.....	590	4
St. L., Keokuk & N.-W. R. R.....	.....	805	3	685	8,865	4
Chicago & Eastern Illinois R. R.	170	500	2	.....	.....	.....
Upper Mississippi River .....	.....	.....	.....	805	775	.....
Lower Mississippi River .....	.....	50	.....	85	8,770	.....
Illinois River .....	.....	.....	.....	15	805	.....
Missouri River .....	.....	.....	.....	85	825	.....
Ohio, Cumb. and Tenn. Rivers ..	.....	.....	.....	.....	.....	.....
Total	55,265	281,555	1,468	71,459	205,640	171

SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS	1904.			1903.			1902.			1901.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	.....	98,000	.....	.....	178,400	.....	.....	800,000	.....	189	196,500	.....
Other ..	42,971	.....	.....	64,702	.....	.....	81,767	.....	.....	69,558	.....	.....
Cotton .	.....	.....	18,709	.....	.....	5,240	.....	.....	5,570	.....	.....	2,990

Shipment of Flaxseed for 1888, 6,154 sacks and 45,973 bushels.											
"	"	"	1889,	2,625	"	"	340,285	"	"	"	"
"	"	"	1890,	518	"	"	700,160	"	"	"	"
"	"	"	1891,	712	"	"	120,011	"	"	"	"
"	"	"	1892,	...	"	"	161,248	"	"	"	"
"	"	"	1893,	...	"	"	155,557	"	"	"	"
"	"	"	1894,	...	"	"	225,205	"	"	"	"
"	"	"	1895,	...	"	"	225,845	"	"	"	"
"	"	"	1896,	...	"	"	606,879	"	"	"	"
"	"	"	1897,	...	"	"	445,562	"	"	"	"
"	"	"	1898,	...	"	"	294,045	"	"	"	"
"	"	"	1899,	...	"	"	243,871	"	"	"	"
"	"	"	1900,	...	"	"	457,154	"	"	"	"
"	"	"	1901,	...	"	"	88,957	"	"	"	"
"	"	"	1902,	...	"	"	129,205	"	"	"	"
"	"	"	1903,	...	"	"	15,595	"	"	"	"
"	"	"	1904,	...	"	"	20,780	"	"	"	"

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 5 cents less) for four years.

MONTHS.	1904.		1903.		1902.		1901.	
January.....	92½	@1 07	1 12	@1 17	.....	.....	1 59	@1 72
February.....	1 08	1 08½	1 10	1 14	.....	.....	1 58	1 72
March.....	1 04	1 06	1 05	1 12	.....	.....	1 50	1 60
April.....	96	1 06	1 05	1 08	.....	.....	1 49	1 52
May.....	96	98½	1 07	1 10	1 50	@1 65	1 56	1 67
June.....	97	98	96	1 08	1 50	.....	1 67	1 68
July.....	99	1 15½	91	96	1 41	1 50	1 50	1 65
August.....	1 18½	1 18	91	1 00	1 82½	1 45	1 87	1 65
September.....	1 08	1 18½	92	1 00	1 22	1 88	1 87	1 89
October...	1 06	1 10	86	98	1 12	1 25	1 38	1 48
November.....	1 07	1 11	86	89	1 11	1 14½	.....	.....
December.....	1 12	1 16	87½	90½	1 11	1 14	.....	.....

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1904.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipments, boxes.
.....	6,080	309	.....	30
.....	2,893,490	54,985	30	9,953
.....	785,370	980	.....	8,410
.....	839,880	78,255	530	23,600
.....	6,270	180	.....	8,410
.....	187,880	79,065	475	8,865
.....	.....	71,440	.....	20,530
.....	4,920	1,235,280	80	11,085
(Ill. Div.)	870	910	.....	178
.....	1,881,410	106,470	15,510	90,805
R. E.	100	19,150	50	510
.....	15,490	94,235	.....	2,000
.....	27,870	140,010	.....	2,545
.....	170	125,480	.....	4,805
.....	1,800	51,230	.....	2,240
.....	77,490	56,750	9,645	.....
R. E.	.....	285,050	.....	2,185
.....	106,780	87,900	2,705	5,510
.....	3,078,810	8,841,980	790,990	45,730
.....	.....	1,610,500	.....	.....
.....	70	2,040	.....	855
.....	25,400	240	.....	400
.....	4,431,080	859,085	7,185	8,655
.....	.....	1,400	.....	.....
.....	5,950	7,645	.....	2,395
.....	47,200	6,580	.....	8,880
.....	950	1,700	.....	155
.....	3,250	.....	.....	875
ivers.	.....	.....	.....	65
.....	1,984,790	.....	.....	.....
Total 1904	15,728,980	18,586,080	836,950	206,683
Total, 1903	lba. 14,070,375	10,654,150	806,800	304,780
" 1902	14,673,645	10,814,500	794,430	318,067
" 1901	13,476,929	6,302,214	612,794	300,028
" 1900	13,801,080	9,346,475	858,880	323,989
" 1899	13,729,185	4,978,480	981,845	316,900
" 1898	14,908,745	5,782,070	871,585	245,443
" 1897	15,253,165	5,414,835	440,905	246,180
" 1896	16,131,899	4,867,043	754,431	185,198
" 1895	15,619,005	5,086,550	172,953	185,196
" 1894	14,138,544	5,135,055	437,618	199,667
" 1893	12,875,308	4,886,808	303,230	180,198
" 1892	12,401,788	4,964,180	234,061	212,067
" 1891	12,791,956	5,575,776	188,305	163,935
" 1890	12,651,934	4,446,799	180,435	108,005
" 1889	12,633,101	4,628,878	185,414	123,620

EGGS.

By F. W. BROCKMAN.

The year just closed has been rather an eventful one to the dealers in this article. The extremely handsome result realized in 1903 had the effect of inducing many not regularly in the egg trade, to embark in the enterprise of storing for speculation, which as the outcome proved, was in many respects a disappointment not only to these new participants in the egg trade but also assisted in making the regular dealers and trade in this line do a great deal of hustling during the fall and winter. Primarily it had the effect of stimulating (and largely artificially) the demand for April storage eggs which not only continued during the month of May, but extended nearly all through the summer up to August. As a consequence there was nearly 40% more eggs placed in the coolers of this country than last year at the same time, and the cost of same fully 25% higher than the previous season. This could have but one result: Namely, that of proving a costly venture to all who took part in it, and the subsequent development showed just that condition. During the summer there was a large production of eggs which extended considerably into the season when chickens are supposed to be molting and therefore not laying. As a consequence again a large proportion of the eggs produced went into storage, increasing the already extremely large holding. The trade now anxiously look forward to an opportunity to unload. The mild early winter, however, did not have the tendency of stimulating the demand and it was found that the trade were operating altogether very cautiously, both in refrigerators as well as fresh. A ray of hope, however, came being the somewhat light fall production, enabling refrigerators to be used in somewhat larger quantities than previous years, but not at all in comparison with the large over supply contained in the refrigerators and coolers. As a consequence the trade is now carrying over into the new year nearly 50% more of refrigerator eggs than they did in 1904. The receipts of eggs in the St. Louis market have shown a large increase over 1903, verifying the statement of last year that we would increase as an egg distributing center. The appended receipts and disbursements show clearly what stride St. Louis is making in the business of handling, receiving and distributing this commodity, and the indications point to the probability that this increase will continue to be maintained, as the territory tributary to this city is more and more developing into an egg and poultry section. Our favorable situation as an early winter and spring distributor is recognized all over this country and has a further tendency to make this one of the leading egg markets of the country.

RECEIPTS AND PRICES OF EGGS DURING 1904.

MONTHS—1904.	By Railroad, Packages.	By River, Packages.	By Express, Packages.	Monthly Totals, Packages.	Monthly Range of Prices.
January.....	29,689	.....	19,120	48,759	21 @ 29½
February.....	49,955	459	80,170	80,584	17½ 29
March.....	178,968	8,869	48,185	230,502	18½ 16½
April.....	199,486	8,110	28,550	234,096	14½ 15½
May.....	177,511	6,914	28,880	207,755	12½ 15½
June.....	108,528	4,069	22,080	129,675	18 18½
July.....	69,997	8,867	12,015	85,879	18 17½
August.....	49,577	8,183	9,650	62,860	14½ 19½
September.....	87,680	2,582	6,550	46,742	17½ 20½
October.....	85,866	1,778	8,779	41,428	18 21½
November.....	21,694	947	4,299	26,940	18½ 27
December.....	15,055	659	5,695	21,409	21 27
Total, 1904.....	968,914	40,857	211,853	1,216,124	
“ 1903.....	692,966	40,850	225,882	959,648	
“ 1902.....	618,708	85,972	171,819	825,999	
“ 1901.....	817,879	88,669	166,098	1,022,646	
“ 1900.....	678,511	89,882	202,839	920,682	

1904.1903.1902.1901.1900.

Shipments, packages.....1,158,465681,400512,562770,472472,424

BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks. & bls.
1904.....	13,955	4,600	88,886	.....	.....	273,440
1903.....	11,020	4,200	88,100	.....	1,800	239,668
1902.....	11,811	7,800	102,490	55	.....	214,742
1901.....	1,804	24,900	108,669	215	.....	219,309
1900.....	337	42,800	78,708	.....	2,900	134,301
1899.....	3,140	79,200	118,400	.....	11,850	192,143
1898.....	30,564	115,350	98,690	.....	87,965	137,368
1897.....	30,563	121,700	77,977	.....	94,200	96,969
1896.....	12,214	85,200	25,763	.....	19,839	61,871
1895.....	17,878	18,150	64,781	.....	500	75,977
1894.....	2,281	21,450	37,574	.....	.....	69,216
1893.....	1,370	29,600	62,318	.....	.....	73,237
1892.....	4,989	26,260	47,128	.....	1,263	77,990
1891.....	8,245	158,950	46,840	.....	22,231	78,294
1890.....	2,900	160,800	58,696	.....	19,000	66,163
1889.....	3,850	119,900	39,323	865	502	87,123
1888.....	4,375	108,500	37,534	2,885	7,995	97,163
1887.....	5,795	149,000	71,978	9,777	4,690	66,900
1886.....	23,345	217,500	45,420	9,628	500	66,239
1885.....	16,568	53,000	37,173	247	500	56,545
1884.....	3,969	44,000	23,766	708	6,695	33,171

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1903 AND 1904.

	1904.	1903.		1904.	1903.
January.....	\$1 40	\$1 35	July.....	\$1 40	\$1 35
February.....	1 40	1 35	August.....	1 30@1 40	1 35
March.....	1 40	1 35	September.....	1 30	1 40
April.....	1 40	1 35	October.....	1 30 1 35	1 40
May.....	1 40	1 35@1 50	November.....	1 35	1 40
June.....	1 40	1 35	December.....	1 35	1 40

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

DRIED FRUIT.

By HOFMAN BROTHERS PRODUCE Co.

The year 1904 has been a failure as far as the dried apple business was concerned, the crop of green apples in the states tributary to this City, was the lightest these states have produced for many years, so that sun dried as well as evaporated apples were only produced in very small quantities. Another important reason for the small production was the low prices ruling, evaporated apples during the best producing time, were only worth from 3½ to 4½ cents in bags according to quality, and as this does not pay the manufacturer to produce them the evaporators were allowed to remain closed in many cases.

The low prices of evaporated apples, brought sun dried down to 2½ to 3½ cents for prime to choice quarter cuts, and as this does not pay labor, fuel, and freight, there was no inducement even for the good housewife and the children to stay up nights to make an honest penny. The demand for sun dried quarter is principally from the exporters, and although our Missouri quarters enjoy a good reputation with the European trade, yet this year there was absolutely no demand for the crop of 1904.

Dried Peaches—This article was in brisk demand at much better prices than for several years, the range of values being about double that of last year, but yet there were not enough obtainable to supply the demand.

In California dried fruits this is a very large distributing point, and the business is on the increase.

With the low prices prevailing on all kinds of dried fruits, we look for a heavy consumption during the spring season.

RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1904	112,512	297,682
1903	208,851	343,885
1902	810,789	420,855
1901	229,814	359,296
1900	168,981	319,275
1899	810,554	348,821
1898	206,617	265,182
1897	267,499	441,705
1896	80,455	140,590
1895	150,908	182,363
1894	99,405	219,062
1893	155,015	200,338
1892	150,766	218,465
1891	128,982	182,997

FRUIT AND PRODUCE.

By MANLEY G. RICHMOND.

The fruit and produce business of St. Louis for 1904, was the largest in volume in the history of the trade.

With the largest potato, and a bumper apple crop, owing to the phenomenal demand for local consumption, incident to the World's Fair, values were well sustained and prices extremely satisfactory.

More tomatoes were handled by local dealers than ever before, and receipts and shipments of nearly every kind show a gratifying increase over those of the previous year.

Grapes were generally scarce and high, but the city has maintained its reputation as a strawberry market, and has added fresh laurels to its fame as a receiver and distributor of watermelons and cantaloupes.

Growers of early fruits and vegetables, throughout the south, have become awakened to the importance of St. Louis as a market for these delicacies, and in consequence, receipts have shown a wonderful increase.

APPLES.

Although the apple crop of the country was fully as large, if not larger, than that of the previous year, the crop in the territory tributary to St. Louis (Missouri, Illinois, Kansas and Arkansas) was light, because of late frosts and high water, and our dealers were compelled to draw their supplies from other sections.

Weather conditions in the first part of the year were extremely unfavorable, and crop damage reports were numerous. Prices, in consequence, were moderately high, early in the season, but later when it developed that, except in this vicinity, there was a bountiful crop, with supplies ample for all requirements, the market declined sharply, and a lower range of values prevailed during the remainder of the season.

Speculative buying was not as heavy as in previous season, because of the fact that the foreign crop was larger than usual, the quality of the home crop was not as good as that of 1903, and in consequence, exports were light. This was offset, however, by the excellent demand for local consumption, and dealers were well satisfied with the season's business.

The visible supply on hand in the United States, Canada and Nova Scotia, January 1st, 1905, as estimated by the International Apple Growers Association, was 3,707,445 barrels, exceeding that on the corresponding date of the previous year, by 244,937 barrels.

. POTATOES.

According to the Government Crop Report, the potato crop of the United States in 1904, was the largest on record, but owing to the disastrous floods, which ruined thousands of acres in the territory contiguous to St. Louis, there was a heavy shortage in the local crop, and shipments from the American bottoms were only about 2,500 cars, or less than one-half of what was expected.

Prices at the beginning of the season were exceptionally high, old potatoes were almost entirely exhausted and new potatoes brought fancy prices, although receipts were liberal.

Results obtained by Louisiana, Mississippi, Arkansas and Texas growers, were the best ever known, and St. Louis dealers were largely instrumental in bringing this about, as they have continually fostered and encouraged the growing of early vegetables in the South, and have demonstrated that this is the natural gateway for such products from that territory.

As the season advanced and the immensity of the general crop became apparent, prices naturally declined, but the unusual local demand, caused by the World's Fair, prevented an extremely low range of values, and prices on the whole, were fairly satisfactory.

TOMATOES.

St. Louis easily maintained her position as the largest distributing market for tomatoes in the country.

There was a good demand throughout the entire season, and notwithstanding the fact that solid train loads of this fruit were received at St. Louis, the supply was hardly equal to the requirements, and values were well sustained. Owing to the perishable nature of the stock, however, there were wide fluctuations in the market.

ONIONS.

Onion were in good demand, owing to the shortage in the local crop caused by the high water, but the general crop was fairly good and moderate prices prevailed.

CABBAGE.

The cabbage crop was large, and the trade in early cabbages was especially satisfactory.

St. Louis continued to maintain its lead as the largest kraut manufacturing point in the country.

The demand for both cabbages and kraut was excellent, and high prices ruled throughout almost the entire season.

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES FOR 1904.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls	427,511	220,415
Ale and Beer.....packages.....	.....	5,705,410
Bananas .....cars	1,996	908
Barbed Wire....pounds	29,562,900	44,422,315
Beef .....barrels and tierces .....	.....	3,891
Fresh Beef.....pounds	216,614,800	492,387,280
Canned Beef.....“ .....	.....	2,551,030
Boots and Shoes.....cases.....	828,605	1,170,368
Cordage and Rope.....coils.....	87,140	.....
Cement.....sacks	1,871,590	.....
“barrels.....	105,090	.....
Cotton Seed Meal .....tons.....	36,415	34,990
Candles.....boxes.....	.....	174,833
Eggs .....packages..	1,216,124	1,153,465
Fish.....“	114,885	.....
Fertilizertons. . . . .	.....	58,500
Hops .....bales...	8,163	.....
Iron and Steel.....tons.....	254,814	.....
Leather.....rolls.....	143,450	.....
Lemons .....boxes	100,325	128,584
Malt.....sacks	185,965	346,799
Nails.....kegs	657,165	565,295
Oils.....barrels	84,940	.....
“tanks	7,919	.....
Oil Cake.....tons.....	.....	1,487
Oranges.....packages.....	746,555	539,727
Ore, Iron.....tons.....	14,105	19,916
“ Zinc.....“	24,275	50,839
Pig Iron.....“	186,380	108,429
Railroad Iron.....“	29,965	.....
Staves. ....M	406	.....
“cars	6,674	.....
Soap.....boxes.. .....	.....	1,073,325
Tallow .....pounds	12,742,400	15,015,670
Tin .....boxes.....	167,895	.....
Wines and Liquors.....barrels.....	19,750	.....
“ “boxes and cases...	103,857	.....
Zinc and Spelter.....slabs.....	3,061,890	2,970,518

MONTHLY RECEIPTS FOR 1904.

DATE—1904.	Apples, Bbls.	Bagging, Pieces.	Bananas, Cars.	BARLEY.		Butter, Lbs.	Beans, Sacks and Barrels.	Barbed Wire, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
				Sacks.	Bushels.					
January	20,105	.....	91	.....	469,000	981,220	6,520	1,483,200	8,755,700	79,525
February	28,215	.....	85	.....	373,000	1,129,370	6,585	2,203,000	4,896,900	73,770
March	31,042	.....	139	.....	515,000	1,048,605	12,690	2,675,500	21,555,300	84,975
April	13,340	.....	121	.....	98,000	971,965	8,610	4,221,000	27,355,200	75,720
May	8,775	.....	124	.....	202,000	1,241,740	5,245	3,023,300	26,136,100	62,220
June	8,125	.....	215	.....	42,000	1,838,775	5,750	1,845,000	26,733,300	61,350
July	1,296	2,155	253	.....	28,000	2,430,675	1,940	1,124,000	12,465,800	53,780
August	18,932	9,210	260	.....	48,000	1,920,460	1,460	2,674,000	20,381,400	65,985
September	29,556	3,050	215	.....	213,000	1,202,200	3,270	2,536,000	21,875,300	62,720
October	95,115	1,920	179	.....	486,000	1,160,515	6,775	1,610,800	17,200,800	64,220
November	124,690	750	190	.....	368,000	983,125	15,300	2,146,400	17,715,800	70,105
December	53,320	.....	124	.....	321,000	863,310	9,540	4,000,700	16,543,200	74,225
.....
Total	427,511	17,085	1,996	.....	3,163,000	15,726,960	83,685	29,562,900	216,614,800	828,605
Railroad	410,485	17,085	1,996	.....	3,163,000	13,684,820	83,685	29,562,900	216,614,800	827,925
River	17,026	.....	.....	.....	.....	57,350	.....	.....	.....	680
Express .....	.....	.....	.....	.....	.....	1,984,790	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1904—Continued.

DATE—1904.	Bran and Shipstuf		Cordage and Rope, Colls.	Cattle, Head.	CASTOR BEANS.		CEMENT.	Cheese, Boxes.	COFFEE.	
	Sacks.	Cars, bulk.			Sacks.	Bus. bulk.	Sacks.	Barrels.	Sacks.	Pkgs.
January	147,345	47	3,585	89,481	.....	.....	100,925	14,880	27,860	6,085
February	139,635	41	4,800	87,985	5,480	4,000	74,160	6,125	42,595	6,120
March	141,330	22	5,185	89,115	250	.....	146,890	14,165	51,395	2,410
April	89,070	19	3,975	68,412	.....	.....	144,770	9,425	53,280	5,005
May	69,550	30	5,900	70,238	980	.....	148,530	5,825	33,590	4,180
June	67,785	46	2,780	148,097	3,150	.....	125,335	6,210	19,815	1,790
July	42,260	37	2,080	86,673	.....	.....	159,235	6,745	29,065	5,730
August	228,740	45	2,215	123,315	.....	.....	270,755	11,560	42,055	4,385
September	232,910	102	2,165	147,410	.....	.....	230,725	9,170	54,810	3,255
October	202,535	89	1,440	137,779	.....	.....	150,980	5,810	84,690	2,015
November	152,355	116	2,065	123,463	.....	.....	187,785	10,875	34,890	3,330
December	74,895	75	1,010	91,564	4,145	600	131,560	4,290	68,835	5,930
.....
Totals	1,568,410	699	37,140	1,261,532	13,955	4,600	1,871,590	106,090	552,890	50,395
Railroad	1,568,300	699	36,855	1,217,832	13,955	4,600	1,871,590	105,090	552,735	50,395
River	110	.....	285	16,499	.....	.....	.....	.....	75	.....
Driven .....	.....	.....	.....	27,201	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1904—Continued.

DATE—1904.	EGGS.		Flaxseed, Bus. bulk.	Fish, Pkgs.	Flour, Bbls.	Grease, Lbs.	Glucose, Bbls.	Highwines, Whiskey and Spirits, Bbls.	HAY.	
	Pkgs. Local.	Pkgs. Through.							Local, Tons.	Thro' Tons.
January	28,598	20,161	7,800	1,865	227,055	35,400	1,885	9,770	16,840	6,415
February	41,424	39,160	4,200	1,470	246,625	68,600	5,420	9,890	20,085	9,225
March	91,121	139,331	7,200	4,805	224,320	70,500	5,085	10,005	15,290	7,575
April	80,863	153,234	3,000	3,125	128,520	111,300	5,580	10,280	15,895	2,780
May	75,289	182,516	.....	2,280	125,755	44,500	8,540	10,420	14,596	4,015
June	67,536	62,139	.....	4,785	125,295	112,300	1,470	8,020	19,151	4,690
July	53,583	32,296	7,800	1,715	88,585	122,200	2,015	8,720	10,195	2,290
August	34,836	27,524	17,400	4,305	258,760	375,500	1,605	10,965	19,266	4,440
September	34,656	12,066	24,000	16,565	244,890	.....	2,675	10,020	24,237	6,265
October	29,976	11,447	11,400	81,570	276,770	457,000	4,125	12,405	19,749	3,380
November	22,100	4,840	6,000	22,965	215,905	44,500	6,180	14,825	19,591	4,825
December	16,837	4,572	7,200	19,925	193,080	9,000	3,905	15,490	15,615	4,365
.....
Totals	576,768	639,356	96,000	114,885	2,355,560	1,450,800	43,415	130,200	210,510	60,185
Railroad	324,558	639,356	96,000	114,885	2,341,655	1,408,100	43,415	130,200	209,375	60,185
River	40,857	.....	.....	.....	13,905	42,700	.....	.....	1,125	.....
Express	211,353	.....	.....	.....	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1904--Continued.

DATE—1904.		Lumber, Cars.	Malt, Sks.	MDSM AND SUNDRIES.		Molasses. Barrels.	Melons. Cars.	Nalls, Kega.	OATS.	
				Packages.	Cars.				Sacks.	Bushels.
January	7,997	7,780	811,980	11,586	5,475	.....	51,240	773	1,499,850
February	8,843	8,365	845,880	11,921	5,550	.....	59,075	262	1,649,700
March	12,606	8,850	995,840	16,885	7,720	.....	40,555	240	1,682,100
April.....	11,453	36,425	1,013,070	16,092	8,640	.....	43,495	40	919,350
May	10,584	30,810	1,101,160	16,007	4,590	.....	70,795	715	1,408,050
June	11,047	21,075	1,299,930	17,866	640	39	87,925	210	1,169,100	
July	8,681	13,735	965,580	16,582	1,455	514	36,350	800	977,400	
August	10,931	12,060	1,010,760	16,443	1,645	1,691	52,170	170	2,415,150	
September.....	9,936	9,355	953,930	15,660	2,870	123	74,635	329	1,425,600	
October.....	10,742	12,350	1,100,220	16,405	1,775	7	73,195	.....	1,560,600
November	10,106	15,020	1,063,760	17,291	4,055	.....	58,180	.....	1,016,550
December	11,119	10,170	962,080	17,884	7,565	.....	59,550	281	1,051,650
Wagon, Express and Driven.....	.....	.....	.....	.....	.....	.....	.....	.....	815,000
Total.....	124,045	185,965	12,144,150	190,072	52,000	2,374	657,165	3,839	17,090,100	
Railroad.....	124,045	185,965	11,719,760	190,072	51,975	2,374	657,165	2,678	16,775,100	
River .....	.....	.....	424,390	.....	25	.....	.....	1,161	.....
Wagon.....	.....	.....	.....	.....	.....	.....	.....	.....	815,000

MONTHLY RECEIPTS FOR 1904--Continued.

DATE--1904.	Peltries and Furs, Pkgs.	PORK PRODUCT.			POTATOES.		RYE.		Rice, Pkgs.
		B'd Pork, Bbls.	Hams, Lbs.	Meats, Lbs.	Sks. and Bbls.	Cars.	Sacks.	Bushels.	
January	1,117	455	646,800	13,528,900	28,995	176	.....	115,200	15,170
February	2,456	1,140	956,100	15,035,600	33,940	189	.....	126,000	27,400
March	10,071	365	1,491,900	16,887,700	26,810	274	.....	55,800	28,420
April.....	406	10	4,086,800	14,493,500	19,380	157	.....	11,700	26,495
May.....	827	170	4,412,800	16,861,600	123,690	80	164	27,000	23,510
June.....	715	240	3,621,600	16,079,700	681,462	183	44	18,000	9,750
July.....	147	195	1,383,400	14,818,500	30,845	41	40	11,700	17,640
August	849	275	1,244,900	22,937,500	9,442	175	124	32,400	8,925
September.....	666	350	1,925,000	25,393,000	12,795	195	252	41,400	22,040
October.....	14,874	1,415	2,468,500	21,869,600	27,767	279	1,056	68,400	43,000
November.....	4,830	265	2,659,200	16,756,600	59,530	421	780	119,700	52,560
December	1,255	1,170	2,263,800	16,059,800	37,650	175	28	41,400	29,620
.....
Total.....	38,212	6,050	27,172,300	210,719,000	1,087,306	2,295	2,438	668,700	304,600
Railroad.....	37,234	5,235	27,172,300	210,304,500	1,087,085	2,295	1,044	668,700	304,600
River	978	815	.....	414,500	10,221	.....	1,394	.....	.....
.....

MONTHLY RECEIPTS FOR 1904—Continued.

DATE—1904.	Rosin, Bbls.	Railroad Iron, Tons.	SALT.			Seeds, Sks. and Bbls.	Sheep, Head.	STAVES.	
			Sacks.	Barrels.	Cars in Bulk.			M.	Cars.
January	4,325	855	2,350	12,350	50	870	46,154	.....	351
February	3,720	1,920	5,585	8,165	52	3,875	45,381	.....	488
March	5,765	3,350	5,140	10,545	115	2,738	51,495	259	649
April.....	4,125	2,280	6,550	16,250	82	2,160	46,812	.....	670
May.....	4,295	2,655	4,425	12,245	94	2,100	69,755	27	572
June	7,980	2,015	7,485	20,615	159	1,202	129,894	6	461
July.....	10,170	2,525	3,955	28,960	174	50	40,481	22	487
August.....	7,440	3,760	3,670	40,790	158	2,749	68,112	60	662
September.....	8,740	3,085	4,565	36,075	137	14,000	70,449	.....	684
October.....	11,855	2,025	5,330	33,095	151	7,952	67,048	25	605
November	6,165	2,255	2,285	30,180	163	4,835	57,437	7	437
December	7,855	3,260	3,925	26,235	133	1,440	53,091	.....	658
.....
Totals.....	82,435	29,965	55,265	281,555	1,468	42,971	746,109	406	6,674
Railroad.....	82,435	29,965	55,265	281,506	1,468	39,000	727,436	.....	6,674
River .....	.....	.....	.....	50	.....	3,971	15,849	406	.....
Driven.....	.....	.....	.....	.....	.....	.....	2,824	.....	.....

MONTHLY RECEIPTS FOR 1904--Continued.

DATE--1904	SUGAR.		Shingles, M.	Tallow, Lbs.	Tar and Pitch, Bbls.	TOBACCO.			TURPENTINE	
	Barrels.	Bags.				Hhds.	Pkgs. Leaf.	Manufac'd Lbs.	Bbls.	T'ns
January	35,195	32,625	15,085	821,900	350	3,629	684	1,023,300	.....	5
February	37,490	45,100	8,340	504,700	230	6,281	1,331	1,596,000	5	4
March	43,090	73,330	12,330	1,430,200	472	11,090	1,122	1,353,200	5	4
April	40,825	72,795	13,455	1,219,700	1,160	6,329	1,182	1,603,500	.....	6
May	37,080	56,135	21,470	1,030,000	1,325	4,273	1,004	1,359,500	10	18
June	54,745	75,745	17,650	637,600	1,100	5,868	1,009	1,585,300	.....	23
July	38,895	67,340	16,575	816,800	.....	4,461	510	842,700	.....	24
August	31,440	32,755	14,190	840,900	310	2,532	937	1,137,600	.....	23
September	26,650	45,970	14,035	1,000,700	640	2,025	1,423	1,440,700	10	14
October	28,870	35,230	16,320	1,946,600	389	1,870	594	1,324,100	.....	15
November	61,685	55,220	23,405	1,690,300	333	2,979	981	1,600,440	.....	7
December	71,630	64,060	29,340	803,000	85	2,376	645	1,851,300	.....	4
.....
Totals	507,655	656,405	202,305	12,742,400	6,894	53,713	11,422	16,717,640	30	147
Railroad	507,655	656,405	202,305	12,301,800	6,837	53,713	11,422	16,640,140	30	147
River .....	.....	.....	.....	440,600	57	.....	.....	77,500	.....	.....
.....

MONTHLY RECEIPTS FOR 1904—Concluded.

DATE—1904.	Tin, Boxes.	Tea, Chests.	WHEAT.		WINES AND LIQUORS.		Wool, Lbs.	Zinc and Spelter Slabs.
			Sacks.	Bushels.	Barrels.	Boxes and Cases.		
January	8, 685	215	540	1, 998, 900	1, 050	6, 955	225, 210	174, 620
February	9, 210	255	2, 104	2, 538, 000	1, 915	7, 180	195, 430	257, 750
March	9, 900	1, 585	4, 470	1, 314, 000	2, 145	8, 320	155, 300	341, 475
April.....	11, 405	2, 250	1, 820	889, 300	2, 005	10, 655	200, 210	247, 525
May.....	12, 565	3, 110	1, 612	603, 900	1, 930	9, 457	2, 933, 680	252, 220
June	14, 460	1, 155	2, 590	562, 500	1, 535	8, 710	7, 253, 340	301, 540
July.....	17, 035	905	151, 833	1, 853, 100	1, 185	6, 340	4, 937, 720	175, 255
August	17, 105	5, 490	228, 437	4, 109, 400	1, 320	8, 770	1, 148, 190	223, 305
September.....	18, 740	3, 280	30, 161	3, 266, 100	1, 240	8, 615	200, 020	204, 900
October.....	28, 615	1, 510	15, 422	2, 435, 400	1, 350	9, 570	349, 170	226, 275
November.....	11, 875	2, 980	10, 102	1, 571, 400	1, 905	8, 780	638, 120	314, 485
December	7, 800	4, 715	9, 446	1, 173, 600	2, 160	10, 055	520, 380	342, 540
Driven and Wagon .....	.....	.....	.....	350, 825	.....	.....	.....	.....
Total.....	167, 395	27, 430	458, 537	22, 116, 425	19, 750	103, 357	18, 751, 770	3, 061, 890
Railroad.....	167, 395	27, 430	108, 315	21, 765, 600	19, 730	103, 130	18, 482, 600	3, 061, 890
River .....	.....	.....	350, 222	.....	20	227	269, 170	.....
Wagon.....	.....	.....	.....	350, 825	.....	.....	.....	.....

TRADE AND COMMERCE OF

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1904.

By Railroad, River, Etc.	Apples, Bbls.	Bagging, Picoms.	Bananas, Cans.	BARLEY.		Butter, Pounds.	Beans, Sacks and Barrels.	Barbed Wire, Pounds.	Fresh Beef, Pounds.	Boots and Shoes, Cases.
				Sacks.	Bushels.					
Niv	9,280	..	..	..	6,000	6,880	..	..	95,681,700	575
	17,120	..	..	..	..	2,882,490	390	..	4,169,200	50,880
	15,160	..	2	..	..	735,270	1,900	..	5,042,400	60
	9,155	..	1	..	96,000	329,330	200	..	4,801,500	37,155
	1,510	..	..	..	5,000	6,270	500	..	..	..
	..	..	..	..	..	137,830	1,540	..	8,645,900	8,085
	390	..	..	..	..	4,920	1,220	..	4,184,000	40
	14,570	..	1,134	..	231,000	1,831,410	500	..	..	..
	1,505	..	..	..	..	15,400	..	..	..	17,045
	1,060	..	21	..	..	27,870	..	..	..	8,475
By	2,175	..	838	..	..	1,170	..	..	..	7,560
	4,505	..	..	..	..	1,300	..	..	..	1,635
	13,710	..	..	..	..	77,490	..	..	..	5,490
	20,155	..	..	..	445,000	108,760	26,150	5,735,600	322,200	137,850
	68,040	300	..	..	..	3,073,810	4,930	838,000	..	15,290
	14,200	16,785	..	..	204,000	70	5,900	4,258,700	..	361,270
	180,795	..	..	..	23,000	25,400	27,300	10,650,600	5,902,300	20,685
	19,325	..	..	..	1,100,000	4,421,680	3,200	5,487,000	..	60,430
	3,015	..	..	..	207,000	..	4,365	2,311,000	..	72,390
	3,965	..	..	..	845,000	..	2,850	..	..	12,935
Lower Mississippi River, Illinois River Missouri River Ohio, Cumb. & Tenn. Rivers Express	9,600	..	..	..	..	..	690	..	87,589,600	9,825
	1,250	..	..	..	1,000	..	2,150	274,000	..	..
	9,346	..	..	..	..	5,950	..	..	..	..
	1,494	..	..	..	..	47,200	..	..	..	70
	6,111	..	..	..	..	3,250	..	..	..	610
	35	..	..	..	..	1,984,790	..	..	..	..
Total	427,511	17,085	1,996	..	3,163,000	15,726,940	83,685	29,562,900	216,614,800	828,605

THE CITY OF ST. LOUIS.

TRADE AND COMMERCE OF

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1904--Continued.

By Railroad, River, Etc.	BRAN AND SHREVEPORT.		Cattle, Head.	CASTOR BEANS.		CEMENT.	Cheese, Boxes.	Coal, Tons.
	Sacks.	Cars in Blk.		Sacks.	Bu. Bulk.	Sacks.	Barrels.	
Div.	215,790	221	58,513	.....	.....	412,435	1,800	390
.....	423,555	.....	169,969	.....	600	124,020	.....	8,530
.....	23,455	34	321,202	.....	.....	225,100	2,780	360
.....	58,760	196	124,143	.....	.....	1,100	1,100	.....
.....	44,900	7	12,974	.....	.....	12,930	500	290
R.	29,840	3	302,214	.....	.....	.....	.....	100
.....	5,895	6	3,750	.....	.....	800	400	16,150
.....	8,190	.....	53,612	.....	.....	.....	400	51,330
.....	850	.....	20,530	.....	.....	5,730	3,005	962,190
.....	130,840	.....	11,287	.....	.....	670	70	1,370
.....	2,340	9	5,927	.....	.....	590	780	630,730
.....	200	.....	3,870	.....	.....	111,165	18,020	173,930
.....	3,875	.....	4,387	.....	.....	159,120	35,100	823,990
.....	720	.....	14,973	.....	.....	2,160	1,070	644,510
.....	2,800	.....	3,134	.....	.....	320	615	32,360
.....	11,650	.....	5,568	.....	.....	34,845	7,520	84,240
R.	21,420	11	4,505	.....	.....	73,440	1,740	624,310
.....	9,000	144	3,321	.....	.....	1,200	350	284,740
.....	574,400	38	12,400	.....	4,000	45,400	8,600	24,900
.....	.....	.....	9,751	.....	.....	659,135	20,790	352,560
.....	.....	.....	71,802	.....	.....	.....	.....	290
R.	.....	.....	.....	.....	.....	.....	.....	2,210
L.	.....	.....	.....	.....	.....	840	470	5,500
.....	110	.....	3,411	.....	.....	.....	.....	.....
.....	.....	.....	9,730	.....	.....	.....	.....	.....
.....	.....	.....	2,938	.....	.....	.....	.....	.....
.....	.....	.....	370	.....	.....	.....	.....	.....
.....	.....	.....	150	.....	.....	.....	.....	.....
.....	.....	.....	27,201	.....	.....	.....	.....	101,200
Total	1,568,410	669	1,261,532	13,955	4,600	1,871,690	105,090	4,826,200

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1904--Continued.

By Railroad, River, Etc.	COFFEE.		CORN.		Corn Meal, Bbls.	COTTON.		Cotton Seed, Tons.	Cot. Seed Meal, Tons.	Oats, Tons.
	Sacks.	Pkgs.	Sacks.	Bushels.		Local Bales.	Through Bales.			
Div	101,370	1,740	2,144	184,730	61,906	161	2,738	485	735	60
...	2,630	210	...	4,213,800	...	22,763	38,313	2,235	1,035	...
...	1,995	20	70	5,400	535	...	...	...	...	...
...	...	...	1,806	681,300	100	2,568	221	...	...	...
R...	155	15	...	67,500	...	3,273	62,192	25	...	...
...	160,585	365	...	4,500	1,935	16,538	22,249	6,905	12,245	15
...	8,175	1,000	...	50,400	650	25,984	220,187	1,040	10,085	565
...	45,160	400	...	488,700	200	6,975	124,953	1,680	8,635	1,206
...	60,105	1,980	...	...	...	1,926	90	170	1,275	2,106
...	114,890	530	...	11,700	...	2,111	14	165	20	30,327
...	18,550	1,290	...	...	...	3,849	49,955	...	2,300	24,806
...	3,225	410	...	2,700	8,000	24	...	...	15	26,114
...	2,050	...	...	45,000	1,100	...	...	...	...	17,745
...	30	135	...	1,330,200	...	...	...	...	...	30
...	5,865	830	...	58,500	3,365	...	...	...	...	26,845
...	1,140	1,220	1,024	83,700	110,730	...	...	...	...	29,655
...	13,080	4,390	...	1,004,400	...	...	...	...	...	8,265
...	3,150	23,880	610	97,200	20	...	...	...	...	90
R.	6,370	1,290	...	1,116,000	...	...	...	...	...	8,215
...	...	3,550	...	2,248,200	45,905	158	...	30	20	...
...	3,620	...	...	5,981,400	...	...	...	...	...	60
...	600	2,200	...	...	...	...	...	...	...	...
...	...	...	4,210	...	...	...	...	...	...	...
...	75	...	9,644	...	...	...	...	1,104	...	...
...	...	...	1,316	...	...	874	...	...	...	...
...	...	...	224	425,000	...	42	...	...	...	...
Illinois River	...	...	...	...	...	...	...	...	...	...
Missouri River	...	...	...	...	...	...	...	...	...	...
Ohio, Cumb. & Tenn. Rivers	...	...	...	...	...	...	...	...	...	...
Wagon	...	...	...	...	...	...	...	...	...	...
Total	860	50,395	21,050	18,193,700	235,085	87,248	520,915	13,709	36,415	171,163

THE CITY OF ST. LOUIS.

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1904--Continued.

By Railroad, River, Etc.	Dried Fruit, Packages.	EGGS.		Flax Seed Bushels. Bulk.	Fish Packages.	Flour, Barrels.	Grease, Pounds.	Glucose, Barrels.	High Wines, Whiskey and Spirits Barrels.
		Packages, Local.	Packages, Through.						
..	16,218	783	1,796	87,800	..	127,915	79,400	..	..
..	..	44,087	306,571	3,000	..	907,580	..	..	..
..	12,725	95,792	238,288	3,600	1,500	125,185	..	60	160
..	3,100	54,181	9,243	1,200	..	258,585	..	200	..
..	240	8,330	5,676	19,800	..	60,840	..	..	..
..	..	74,895	25,236	..	..	84,680	..	..	..
R. R.	14,250	7,907	36,006	..	..	4,615	..	50	140
..	7,055	1,205	2,278	..	..	3,840	..	..	..
R.	325	5,576	..	..	200	11,835	..	..	7,595
..	275	5,165	..	..	10	5,885	..	..	26,980
..	..	2,927	4,917	..	..	..	..	..	3,845
..	928	3,539	..	..	..	24,245	..	..	..
..	16,845	1,921	..	600	2,035	1,430	..	6,240	11,190
..	910	116	167	..	19,640	19,915	..	..	10,900
R.	..	..	..	..	..	600	360,500	..	2,055
..	9,700	342	11	..	50	37,885	..	..	12,435
..	7,950	7,035	20	..	87,835	71,370	..	..	815
..	..	..	..	..	..	35,925	..	..	..
..	4,280	232	..	..	250	86,215	..	36,780	24,015
..	15,727	10,544	8,845	30,000	2,365	102,985	968,200	85	170
L. R.	..	..	..	..	..	469,765	..	..	1,820
..
..	389	5,848	..	..	..	370	..	..	..
..	1,574	30,166	..	..	..	7,905	40,100	..	..
..	..	2,438	..	..	..	4,820	2,600	..	..
..	10	1,410	..	..	..	1,140	..	..	..
..	..	949	..	..	..	40	..	..	..
..	..	211,353	..	..	..	..	..	..	..
Total	112,512	576,768	639,356	96,000	114,885	2,355,580	1,450,800	43,415	130,200

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1904—Continued.

THE CITY OF ST. LOUIS.

243

HAY.	Through, Tons.	Horses and Mules, Head.	Hides, Pounds.	Hogs, Head.	Hops, Bales.	Iron and Steel, Tons.	Jute, Bales.	Lard, Pounds.	Lead, Pigs.
0	40	11,529	2,107,370	128,190	1,728	40	..	4,808,400	565,075
5	17,186	10,196	3,894,350	377,556	..	285	..	1,237,600	66,995
0	790	9,679	5,273,710	312,249	25	..	..	175,900	152,400
0	796	36,639	10,038,850	326,886	..	..	..	3,320,600	2,400
0	..	1,274	287,930	54,252	..	40	..	215,000	145,785
0	1,770	4,692	11,312,420	171,387	..	..	..	107,200	..
5	135	47	179,010	10,466	..	..	26,892	227,500	1,109,820
0	60	1,120	4,969,870	72,424	60	320	..	..	..
0	206	..	1,250,660	..	..	200	..	1,566,200	..
0	60	2,739	1,209,810	119,797	1,651	9,510	324	2,800	650
0	..	30	..	..	..	2,945	..	32,700	..
0	10	4,496	234,860	48,862	..	1,450	..	33,500	..
5	..	694	261,690	42,254	..	..	..	..	..
5	155	526	42,570	22,720	..	4,220	..	..	..
5	..	1,196	21,900	21,901	1,580	..	..	..	..
0	610	6,203	353,650	103,498	..	885	4,752	3,491,900	625
0	2,880	2,001	..	27,427	85	..	160	..	..
5	13,215	2,190	57,000	14,602	..	40,015	..	41,800	1,110
0	6,460	3,552	354,150	41,758	2,506	50,500	6,458	1,698,200	31,495
5	10,005	608	..	19,970	971	134,165	..	..	2,425
5	295	1,345	1,200	39,783	1,080	4,080	..	90,400	125,015
0	2,780	10,657	32,000	78,768	..	..	..	75,000	74,990
0	2,755	58,018	12,899,290	322,652	75	20	..	33,427,500	34,765
0	..	..	..	..	..	..	..	..	..
0	..	23	..	..	..	4,490	..	..	..
7	..	1,098	77,750	18,171	..	..	..	262,700	..
4	..	865	339,060	46,760	..	..	..	5,300	..
9	..	107	14,700	18,034	..	..	..	..	..
5	..	..	10,200	1,897	..	..	..	2,000	..
..	..	1	13,940	1,224	..	..	..	..	..
..	..	13,153	..	22,635	..	..	..	..	..
Total,		193,669	55,238,200	2,361,623	8,163	254,815	38,586	50,813,200	2,373,540
Total,		60,185	..	..	..	..	..	..	..
Total,		210,510	..	..	..	..	..	..	..

LETTER

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1904--Continued.

By Railroad, River, Etc.	LEATHER.		Lemons.	LUMBER.		Malt, Sacks.	Meas. and Sundries.		Molasses. Barrels.	Melons, Cans.	Nuts, Kgs.
	Rolls	Sides.		Cans.	M Feet.		Packages.	Cans.			
.....	720	.....	4,400	25	.....	.....	37,520	1,459	240	.....	200
.....	.....	.....	7,035	4,985	.....	.....	377,460	12,428	.....	17	.....
.....	1,325	60	32,095	10,517	.....	.....	230,450	4,560	.....	415	.....
.....	.....	.....	.....	256	.....	10,045	692,290	6,329	500	34	.....
.....	.....	.....	745	49	.....	.....	34,270	6,554	.....	8	.....
.....	.....	.....	.....	1,057	.....	.....	33,570	4,201	.....	98	.....
.....	.....	.....	.....	10,160	.....	.....	10	597	.....	68	.....
.....	.....	.....	11,620	43,619	.....	.....	730,280	26,785	7,225	1,435	.....
.....	.....	.....	.....	15,036	.....	.....	4,720	6,852	7,345	.....	250
.....	8,130	.....	.....	12,322	.....	12,505	436,600	16,204	4,650	.....	6,575
.....	1,670	8,650	.....	126	.....	.....	236,450	1,023	80	17	1,190
.....	310	1,500	.....	1,047	.....	.....	218,940	7,489	9,650	108	25,300
.....	.....	.....	700	20,754	.....	.....	237,150	7,467	12,310	123	500
.....	5,830	3,260	590	473	.....	750	746,960	7,559	60	10	22,415
.....	28,685	.....	800	182	.....	.....	445,620	9,517	15	12	21,400
.....	3,125	119,130	545	239	.....	79,660	204,760	8,894	.....	.....	63,305
.....	16,955	75,470	5,275	11	.....	.....	1,801,520	17,552	.....	.....	120,155
.....	9,730	191,470	4,380	149	.....	230	1,274,830	12,106	160	18	109,565
.....	18,655	7,910	9,860	860	.....	71,200	1,711,940	8,370	40	7	62,170
.....	150	.....	11,880	145	.....	.....	718,340	5,424	390	.....	176,490
.....	26,720	23,460	.....	518	.....	7,055	311,050	4,155	5,365	3	53,615
.....	160	2,550	.....	205	.....	.....	200,920	7,533	2,650	.....	7,855
.....	12,215	30,725	9,450	1,147	.....	700	896,060	4,714	1,345	13	.....
.....	.....	.....	.....	.....	.....	.....	.....	24	.....	.....	.....
.....	70	200	.....	52	.....	2,990	69,040	725	.....	.....	6,300
.....	.....	.....	.....	.....	8	.....	87,400	.....	15	.....	.....
.....	.....	.....	.....	.....	13,535	.....	226,560	.....	10	.....	.....
.....	.....	.....	.....	.....	14	.....	21,840	.....	.....	.....	.....
.....	.....	.....	.....	.....	52	.....	6,330	.....	.....	.....	.....
.....	.....	.....	.....	.....	4,694	.....	32,260	.....	.....	.....	.....
.....
143,450	453,415	.....	100,326	124,045	13,303	185,965	12,144,150	190,072	52,000	2,374	657,165

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1904--Continued.

By Railroad, River, Etc.	R.YE.		Rice, Packages.	Rosin, Barrels.	Railroad Iron, Tons.	SALT.		Seeds, Sacks and Bbla.	Sheep, Head.
	Sacks.	Busbels.				Sacks.	Barrels.		
By	2,700	1,430	1,430	250	...	4,040	...	...	61,136
"	83,300	1,500	1,500	...	...	...	...	...	51,192
"	75,600	30,900	30,900	...	...	...	...	...	114,884
"	3,600	2,900	2,900	...	...	...	85	225	88,703
"	...	29,455	29,455	...	...	...	810	200	10,743
"	944	37,570	37,570	520	...	5,040	...	...	69,547
"	...	26,240	26,240	...	105	...	...	1,130	1,350
"	3,600	103,930	103,930	4,705	...	7,805	14,435	555	25,872
"	...	280	280	100	...	...	...	...	23,837
"	...	3,870	3,870	7,585	...	...	...	140	32,594
"	...	35,705	35,705	66,065	...	...	250	10	12,336
"	...	17,570	17,570	2,810	40	...	...	850	6,091
"	...	500	500	...	...	500	3,500	9,235	9,089
"	4,500	...	...	...	2,040	2,905	21,825	...	21,394
"	...	...	...	...	...	8,245	29,800	...	2,454
"	100	...	...	...	1,095	4,395	20,230	270	7,293
"	...	8,100	1,075	205	17,630	315	99,070	600	3,231
"	...	...	...	...	2,340	20,850	36,725	130	3,521
"	...	7,200	...	...	1,325	400	545	...	8,453
"	...	202,500	...	...	...	...	3,425	500	9,755
"	...	320,400	935	175	25	...	305	25,190	162,971
"
"	...	...	...	...	4,765	170	500	...	...
"	574	...	...	...	...	...	...	279	2,902
"	238	...	...	...	...	...	50	3,203	10,804
"	583	...	...	...	...	...	...	202	1,906
"	...	...	...	...	...	...	...	317	59
"	...	...	...	...	...	...	...	10	94
"	...	...	...	...	...	...	...	...	2,824
Missouri River Ohio, Cumb. & Tenn. Rivers Driven	...	...	...	...	...	...	...	...	...
?? Total	2,438	663,700	304,600	82,435	29,965	56,265	231,555	42,871	746,109

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1904—Continued.

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1904—Continued.

By Railroad, River, Etc.	TURPENTINE.		Tin, Boxes.	TEA, Chests.	WHEAT.		WINE AND LIQUORS.		Wool, Pounds.	Zinc and Spelter, Blasbs.
	ols.	Tanks.			Sacks.	Bushels.	Barrels.	Bxs. & Cases.		
...	5,380	...	2,046,400	60	...	50,550	660
...	500	67,973	3,277,800	9,210	1,635	3,012,970	1,970,355
...	282	1,268,200	325	40	1,830,850	743,250
...	2,855	387	1,503,800	95	570	5,045,700	...
...	1,037,700	...	...	20,160	...
...	27,917	1,508,400	100	655	489,540	246,975
...	515	13,500	...	...	...	...
...	4,681	237,600	365	2,000	338,040	98,090
...	1,536	351,900	...	...	...	...
...	3,526	299,700	...	...	2,629,570	...
...	10	...	...	95	...	...	325	46,590	21,430	...
...	28,400	25	1,480	57,390	...
...	10	...	...	...	...	73,800	...	...	30,540	...
...	10	...	...	...	...	81,900	...	...	79,750	...
...	6,985	...	58,500	115	21,940	33,020	...
...	428,700	280	20	40,790	...
...	178,200	6,830	1,730	50,330	...
...	5,200	1,102	62,100	370	13,155	277,700	...
...	366	...	178,200	595	10,870	14,890	390
...	101,700	150	...	418,540	2,170
...	60	...	601,200	...	400	...	...
...	5,990	...	1,157,400	...	...	4,544,880	...
...	16	7,133,400	1,025	380	...	...
...	38,200	...	...	...	...
...	1,800	...	...	...	...
...	380	...	...	...	...	...
...	73,870	...	10	65	92,490	...
...	226,048	...	10	92	166,960	...
...	34,138	...	...	60	5,160	...
...	17,166	...	...	...	1,920	...
...	3,640	...
...	350,825	...	...	...	...
30	147	167,395	27,433	459,587	22,116,425	19,750	109,867	18,751,770	3,061,890	...

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1904.

Date--1904.	Apples, Bbbs.	Ale and Beer, Pkgs.	Bagging, Rolls.	Ban- anas, Cars.	BARLEY.		Butter, Lbs.	Beans, Pkgs.	Beef, Bbbs. & Tcs.	Barbed Wire, Lbs.	Canned Beef, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
					Skts.	Bush.							
January	10,565	337,780	6,475	37	549	59,645	803,970	19,650	.....	3,447,900	82,900	33,943,000	100,540
February	13,850	365,665	10,570	40	3,510	32,270	986,270	19,720	5	3,351,700	143,300	40,298,200	101,570
March	20,575	445,820	10,990	57	2,517	96,545	1,110,640	27,050	110	3,957,100	149,200	39,183,800	106,230
April.....	14,765	406,395	10,770	52	5,365	25,270	1,034,430	25,215	2	3,921,200	121,350	42,347,000	91,615
May	10,665	495,255	11,170	60	2,449	47,345	857,205	26,235	11	3,754,950	127,775	40,778,400	93,965
June	6,825	614,820	12,925	104	2,306	20,120	1,407,445	25,905	72	4,325,795	84,865	56,399,580	102,865
July.....	6,170	611,570	22,360	143	1,705	18,935	1,832,525	20,940	72	3,812,800	19,050	27,303,450	98,645
August	7,165	631,795	23,985	120	1,075	22,400	1,520,690	20,775	153	3,699,300	14,050	40,591,200	98,970
September.....	11,795	527,245	23,780	95	1,230	12,875	1,147,270	18,900	42	3,548,700	93,490	45,472,000	88,205
October.....	27,035	484,255	22,065	73	1,211	36,895	945,475	20,925	51	3,412,880	459,100	44,274,600	100,348
November.....	50,290	400,780	13,070	72	1,579	43,465	933,170	24,130	67	3,263,000	687,550	40,916,450	93,160
December	40,715	384,030	13,230	50	2,466	17,460	966,940	23,995	3,306	3,926,990	568,400	40,874,600	99,255
Totals.....	220,415	5,705,410	181,330	903	25,962	433,225	13,566,030	278,440	3,891	44,422,315	2,551,030	492,387,280	1,170,368
By Railroad....	218,350	5,693,680	177,845	903	25,962	433,225	13,550,445	268,970	3,526	43,808,435	2,551,030	492,166,610	1,153,515
" River	2,065	38,730	3,545	.....	.....	.....	15,585	4,470	365	613,880	.....	220,670	16,853

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1904—Continued.

Date—1904.	BRAN.		Cattle, Head.	Castor Beans, Bush. Bulk.	Cheese, Boxes.	Coal, Tons.	COFFEE.		CORN.		Corn- meal, Bbls.	Cotton, Bales.
	Sacks.	Cars, bulk.					Sacks.	Pkgs.	Sacks.	Bushels.		
January	164,025	236	19,919	.....	29,255	181,580	19,835	32,445	9,075	1,660,150	16,170	125,054
February	171,950	184	21,241	1,600	33,255	129,315	20,695	34,335	5,889	2,702,365	27,165	69,863
March	155,805	89	21,776	.....	26,540	176,805	27,895	41,985	8,760	2,224,800	25,090	46,076
April.....	76,815	89	16,861	.....	31,395	130,765	22,045	36,030	8,045	1,510,080	18,770	27,992
May.....	37,330	123	16,437	1,575	32,910	115,920	18,275	34,680	23,711	1,361,080	22,565	10,322
June	28,790	54	41,533	.....	14,127	145,292	22,370	39,145	50,798	1,425,650	26,655	6,674
July.....	38,135	75	34,078	.....	13,165	151,605	20,135	35,900	7,745	676,855	13,995	8,724
August	279,450	113	40,614	.....	16,500	158,284	27,895	39,240	5,645	780,700	19,240	7,116
September.....	332,430	117	46,065	.....	18,035	131,980	23,615	35,875	8,895	964,745	19,420	7,268
October.....	281,695	85	38,759	.....	18,335	203,298	49,980	45,195	8,680	1,170,050	12,970	27,150
November	172,475	73	33,536	.....	18,100	167,925	30,260	37,590	1,250	762,410	9,905	26,664
December	75,170	74	20,115	690	14,965	247,270	35,370	35,710	2,458	1,124,120	9,945	114,898
Total.....	1,874,070	1,312	349,434	3,865	266,582	1,883,039	318,880	448,110	135,951	16,362,515	221,890	547,800
By Railroad.....	1,870,585	1,312	347,983	3,865	260,212	1,883,033	309,380	448,035	120,256	16,362,515	211,595	547,631
" River.....	3,485	.....	1,451	.....	6,370	6	9,000	25	15,695	.....	10,295	169

THE CITY OF ST. LOUIS.

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1904—Continued.

DATE—1904.	Cotton- seed Meal, Tons.	Candles Boxes.	Dried Fruit, Pkgs.	Eggs, Pkgs.	Flaxseed. Bus. bulk.	Flour, Bbls.	Fertil- zer, Tons.	Grease, Lbs.	Hay, Tons.	Horses and Mules, Head.	Hides, Lbs.
January	3,085	20,760	19,230	25,950	1,715	315,480	6,370	331,400	10,400	22,380	12,110,900
February	2,880	11,340	26,070	67,275	.....	353,500	5,640	167,500	16,715	15,599	10,002,100
March	4,045	9,535	31,495	136,130	1,420	354,305	8,980	396,300	15,516	13,985	7,687,400
April	2,710	7,475	24,690	166,910	4,035	188,795	4,766	1,246,150	7,381	8,279	9,355,600
May	1,250	9,382	25,835	142,390	.....	167,805	4,600	1,419,600	8,001	6,810	6,951,000
June	1,445	14,451	23,752	125,576	1,080	197,715	2,960	427,690	10,276	6,214	7,999,145
July	1,045	14,995	19,665	93,840	.....	152,225	2,595	728,400	5,553	7,819	5,528,100
August	1,430	17,905	22,325	82,660	3,505	302,090	2,998	1,336,550	7,032	10,578	8,530,700
September	820	20,860	21,065	57,050	5,925	285,640	5,911	488,800	12,456	20,101	8,097,600
October	1,085	15,440	28,250	73,465	2,030	341,120	4,840	478,500	8,774	21,311	9,717,800
November	5,880	14,375	29,870	72,808	1,020	316,990	3,925	550,700	10,587	24,342	11,886,500
December	9,305	18,315	25,335	109,911	.....	330,443	4,915	150,500	7,293	13,658	11,614,100
Totals	34,990	174,833	297,582	1,153,465	20,730	3,306,198	58,500	7,717,090	119,984	171,076	109,480,945
By Railroad	34,990	174,833	285,687	1,153,275	20,730	3,279,463	58,275	7,646,900	118,811	167,686	109,472,345
River .....	.....	450	11,945	190	.....	26,735	225	70,190	1,673	3,390	8,600

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1904--Continued.

Date--1904.	Horniny and Grita, Bbla.	Hogs, Head.	Lard, Lbs.	Lead, Pigs.	Lemons Boxes.	LUMBER.		Malt, Sacks.	MDSN. & SUNDRIES.		Melons, Cars.	MOLASSES.	
						Cars.	M ft.		Packages.	Cars.		Bbla.	Kegs.
January	14,280	26,915	7,080,800	118,600	12,645	4,988	.....	17,485	8,804,410	19,028	.....	10,285	8,750
February	17,140	25,844	6,529,800	104,155	8,970	5,207	8	24,345	8,496,775	19,815	.....	18,400	5,880
March	18,765	41,874	5,721,800	145,050	12,780	7,516	111	31,575	4,212,510	24,472	.....	16,635	5,810
April.....	16,980	42,933	8,076,400	87,590	11,715	5,782	236	36,780	4,107,005	22,237	.....	18,280	8,955
May.....	15,185	40,900	11,333,535	128,380	9,705	6,886	129	30,600	4,276,980	22,442	.....	11,855	4,880
June	19,605	24,285	11,084,905	99,585	10,204	7,814	114	39,439	4,533,100	24,113	9	12,920	6,155
July.....	16,625	31,644	6,566,720	90,915	10,475	6,164	124	31,955	4,105,855	23,530	281	11,450	5,250
August	17,185	54,570	6,906,740	124,380	14,005	6,832	152	31,280	4,540,665	25,774	1,206	15,185	5,625
September.....	15,505	41,101	18,429,850	88,680	9,640	5,797	107	31,170	4,879,125	24,051	45	12,410	5,685
October.....	20,255	27,968	8,551,140	140,265	8,570	6,776	243	28,810	4,901,735	26,557	.....	13,235	6,085
November.....	16,045	33,017	6,640,900	136,917	8,580	6,247	192	25,105	4,600,650	25,553	.....	13,000	4,263
December	17,050	23,700	12,687,800	127,495	11,235	6,592	49	23,255	5,501,695	26,942	.....	15,600	4,620
Total.....	204,510	412,776	104,618,920	1,387,042	128,584	76,101	1,465	346,799	51,850,485	284,512	1,601	158,815	60,358
By Railroad ..	203,860	411,938	104,084,625	1,363,425	128,584	76,101	.....	339,024	50,606,215	284,512	1,601	158,215	60,103
" River.....	650	838	584,295	23,617	.....	.....	1,465	7,775	1,844,270	.....	.....	600	255

THE CITY OF ST. LOUIS.

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1904—Continued.

DATE—1904.	Nails, Kegs.	OATS.		Oil Cake, Tons.	Onions, Pkgs.	Oranges, Bxs. & Bbls.	ORE.		Pig Iron, Tons.	PORK PRODUCT.		
		Sacks.	Bushels.				Iron, Tons.	Zinc, Tons.		B'd Pork, Bbls.	Hams, Lbs.	Meats, Lbs.
January	52,100	7,625	1,233,830	340	8,430	140,005	345	5,015	10,605	175	3,461,900	18,506,900
February	57,635	15,400	1,399,380	60	10,010	95,840	480	5,905	9,885	1,265	4,594,300	19,847,200
March	60,750	21,435	1,538,830	.....	10,455	96,780	820	6,225	12,795	70	6,749,850	22,373,200
April	45,230	30,905	907,490	20	10,120	34,690	893	3,880	9,455	950	4,744,600	21,865,100
May	42,465	21,990	1,027,010	.....	64,995	48,770	1,293	3,425	7,510	7	6,452,065	23,563,870
June	46,495	15,452	979,945	.....	55,785	21,112	1,100	4,079	7,879	38	8,074,900	25,790,200
July	42,635	8,645	620,380	.....	10,295	12,200	935	3,810	7,560	23	4,391,885	20,917,940
August	45,520	9,320	892,760	340	12,090	11,330	1,810	3,350	8,200	34	6,375,000	29,209,240
September	44,285	7,250	980,200	45	10,175	9,050	5,780	3,980	9,550	111	6,177,200	34,495,365
October	48,325	4,202	877,305	227	9,000	9,400	1,985	3,230	8,600	.....	8,356,195	33,752,040
November	35,650	3,305	733,800	245	11,665	13,720	1,845	4,790	7,955	902	7,231,400	36,401,050
December	44,205	3,678	738,345	210	9,135	46,830	2,680	3,640	8,435	1,350	7,648,650	35,309,700
Totals	565,295	149,207	12,134,275	1,487	222,165	539,727	19,916	50,839	108,429	4,930	74,257,945	322,001,805
By Railroad	554,020	128,552	12,134,275	1,487	220,895	539,727	19,910	50,839	108,429	4,774	73,795,840	319,997,885
River	11,275	20,655	.....	.....	1,770	.....	6	.....	.....	156	462,105	2,008,920

TRADE AND COMMERCE OF

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1904--Continued.

Date--1904.	POTATOES.		RYE.		Rice, Pkgs.	SALT.		Sheep, Head.	SUGAR.		
	Pkgs.	Bushels.	Sacks.	Bushels.		Sacks.	Barrels.		Hhds.	Bbls.	Bags.
January	17,240	60,380	.....	156,075	28,780	3,740	11,705	8	1,467	25,145	25,120
February	21,540	80,730	.....	172,735	32,350	4,135	9,495	8	453	25,630	28,955
March	26,420	68,640	75	91,425	39,515	4,055	14,435	18	952	37,770	41,075
April.....	19,350	45,740	15	26,375	35,595	4,080	10,790	13	574	.....	46,075
May	93,290	66,445	.....	35,790	28,910	4,405	12,750	6	14,399	.....	42,160
June	471,066	166,825	70	18,565	28,074	5,124	16,025	13	32,924	100	48,405
July.....	62,610	31,440	10	10,330	25,580	5,105	18,800	12	14,433	5	42,075
August.....	24,045	41,080	315	5,400	23,950	6,635	24,575	25	9,652	.....	35,520
September.....	22,020	27,435	315	36,925	21,815	8,005	25,530	25	18,219	.....	34,150
October.....	22,510	29,255	150	66,030	25,500	10,210	26,525	15	8,089	2	32,785
November.....	20,185	38,850	.....	103,630	26,565	6,895	19,415	8	4,393	1	29,945
December	17,620	51,175	....	41,790	33,225	9,040	16,085	25	2,395	.....	42,890
Total.....	827,896	707,955	850	765,160	347,809	71,459	205,640	171	102,900	151	449,155
By Railroad.....	819,351	707,955	850	765,160	346,404	71,009	200,335	171	102,555	146	433,450
" River.....	8,545	.....	100	.....	1,405	390	5,305	.....	345	5	15,705

THE CITY OF ST. LOUIS.

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1904—Concluded.

DATE—1904.	Soap, Boxes.	Sour- kraut, Pkgs.	Tallow, Lbs.	Tobacco Hhds.	Tobacco, Manufact'd, Pounds.	WHEAT.		Whisky and High- wines, Bbls.	Wool, Pounds.	White Lead, Pounds.	Zinc and Spelter, Slabs.
						Sacks.	Bushels.				
January	89,120	4,210	2,170,800	90	5,357,900	175	2,169,240	8,205	1,678,600	4,220,200	214,985
February	113,530	4,780	1,146,040	119	4,988,120	10	2,473,080	7,915	2,670,200	6,063,200	220,438
March	114,670	3,540	1,405,550	181	6,132,875	2,010	2,945,920	9,137	1,207,500	6,451,000	315,565
April	82,165	2,290	473,650	97	5,690,275	400	2,365,960	7,239	718,700	6,960,900	249,575
May	70,850	1,760	947,150	103	7,116,550	20	2,092,155	7,074	2,388,050	7,257,200	252,880
June	86,275	1,930	1,298,880	16	6,758,250	800	1,327,955	7,464	4,045,215	7,188,790	226,045
July	75,400	1,755	765,900	4	6,340,100	1,300	936,140	6,737	4,081,600	6,801,390	177,585
August	98,715	4,100	590,550	80	6,787,920	3,510	2,449,450	7,383	1,872,600	6,265,400	198,215
September	86,295	5,395	1,368,100	66	6,702,470	4,685	2,207,740	7,367	2,143,900	5,793,550	252,225
October	93,115	8,210	1,952,550	26	6,805,795	1,540	2,274,085	7,999	2,724,580	6,409,160	246,045
November	80,205	4,995	1,820,400	63	6,448,600	950	1,535,770	7,800	2,796,680	5,077,600	307,085
December	82,985	2,600	1,076,100	1,000	7,054,500	1,615	1,224,760	8,584	1,263,200	4,792,200	309,905
Totals	1,073,325	45,565	15,015,670	1,845	76,183,355	17,015	24,002,255	98,004	27,540,775	73,280,590	2,970,518
By Railroad	1,061,435	45,565	15,015,670	1,802	76,030,470	14,896	24,002,255	90,807	27,540,775	70,854,580	2,970,518
River	11,890	.....	.....	43	152,885	2,120	.....	2,197	.....	2,326,010	.....

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1904.

BY RAILROAD.	Apples, bbls.	Ale and Beer, packages.	Bagging rolls.	Bann- nas, Cans.	BARLEY.		Butter, lbs.	Beans, pkgs.	Beef, barrels and tiers.	Barbed Wire, lbs.	Canned Beef, lbs.
					Sacks.	Bush.					
Chicago & Eastern Illinois R. R.	176 2,495 1,530 805 2,100 17,165 43,595 58,210 25 70,805 2,245 2,110 6,790 1,230 2,420 2,400 1,180 150 270 275 150 3,470 553	7,280 894,230 239,300 35,715 283,465 159,255 37,125 1,549,205 2,740 439,565 53,135 71,050 168,955 70,670 71,470 367,630 154,050 149,520 209,075 112,630 103,535 111,725 375,255	115,585 7,040 12,290 20	4 111 3	13,706 902 5,160 7,195 239,440 15,560 66,565 95,535 239,440 1,150 1,025 8,841,980 1,810,800 2,040 359,085 1,400	200 54,935 78,255 130 930 79,065 71,440 1,225,230 910 103,470 19,150 94,225 149,010 126,430 51,220 56,750 355,650 4,840 3,690 8,841,980 1,810,800 2,040 359,085 1,400	250 10,630 20,280 1,565 64,435 21,490 5,230 3,240 69,570 330 330 1,795 3,395 1,820 4,840 3,690 8,841,980 1,810,800 2,040 359,085 1,400	502,700 17,879,165 49,400 1,145,960 12,476,400 3,679,610 1,200,940 4,444,700 357,200 9,000 1,000 152,100 471,500 2,000 345,700 196,700 20,100 872,370	26,400 200 49,850 18,850 143,116 300 24,200 420,800 49,000 39,200 906,915 824,100 21,900 80,400 7,000		
Total by Rail	218,350	5,665,680	177,845	903	25,962	433,225	13,550,445	268,970	3,526	43,806,435	2,551,030
BY RIVER.											
Upper Mississippi River	330	5,490	1,465				7,045	1,905	263	126,900	
Lower Mississippi River	1,570	29,400	1,380				6,380	2,020	83	359,080	
Missouri River	6	175						150		60,500	
Illinois River	110	2,615	85				1,560	305		41,200	
Ohio, Tennessee and Cumberland	50	1,050	615					90	1	6,500	
Total by Rail and River	220,415	5,705,410	181,300	903	25,963	433,225	13,550,090	273,440	3,891	44,423,315	2,551,030

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1904—Continued.

BY RAILROAD.	Fresh Beef, Pounds.	Boots and Shoes, Cases.	BRAN.		Cattle, head.	Castor Beans, bushels.	Cheese, boxes.	Coal, tons.	COFFEE.		CORN.	
			Sacks.	Cars, bulk.					Sacks.	Pkgs.	Sacks.	Bushels.
Chicago & East. Ill. R. R.	100	16,160	12,910	5	5,415	...	20	1,620	6,295	6,295	...	180,255
	300	46,130	20,735	...	3,571	...	9,662	38,970	16,395	20,655	...	34,230
	1,100	50,890	20,735	...	7,884	...	22,600	146,400	19,960	21,540	485	15,350
	900	4,060	155	3	232	...	1,000	85,920	1,750	1,535	...	1,000
	270,000	457,160	180	2	737	...	8,410	991,695	640	71,885	700	40,670
	6,400	36,735	995	...	2,357	180	8,365	14,470	33,975	23,245	355	77,195
	420,000	42,445	755	...	74	...	29,530	245	6,785	23,420	920	828,005
	144,560	128,840	...	179	1,612	...	11,085	335,115	41,720	113,710	...	50,975
	28,000	425	885	5	35	...	98,805	183,453	1,755	180	2,265	3,143,015
	10,171,900	84,370	18,180	...	8,880	...	98,805	3,460	26,915	45,225	...	2,237,635
	4,695,470	15,230	1,900	2	1,005	...	810	10	2,125	3,270	495	2,083,480
	5,103,785	62,660	40,135	11	13,785	...	2,880	140	7,970	10,770	40,463	2,191,835
	156,600	5,835	39,220	5	1,755	...	2,545	40	4,580	10	57,584	3,729,395
	9,738,400	21,715	16,585	908	4,569	1,600	4,305	335	10,770	5,205	1,790	700,430
	4,398,100	13,485	55,260	...	38,059	...	2,240	...	9,230	6,745	2,110	25,035
	44,399,310	23,945	641,950	2	62,178	...	...	7,935	9,230	3,300	400	272,770
	16,599,815	11,275	347,860	73	35,918	...	2,135	80	1,665	3,300	...	238,820
	34,185,180	17,670	163,435	26	62,217	1,575	5,510	135	9,540	290	1,685	78,945
	77,903,760	36,570	207,060	31	41,931	...	45,730	42,645	64,460	27,450	10,122	251,770
	283,419,600	...	286,785	55	25,248	...	...	...	120	...	603	57,510
	...	14,690	600	...	17,324	...	355	3,115	6,245	1,960	...	66,830
	...	25	...	...	11,321	...	400	37,625	3,875	2,570	...	56,280
	512,730	63,210	11,365	...	1,873	...	3,655	89,315	33,045	48,900	110	1,085
	...	...	4,005	5	...	...	...	320	...	165	...	...
Total by Rail	492,165,610	1,153,515	1,870,585	1,312	347,983	3,865	260,212	1,883,033	309,390	448,085	120,256	16,362,515
BY RIVER.	...	...	...	...	...	...	...	...	...	...	...	...
	46,950	2,708	230	...	695	...	2,395	...	5,730	...	335	...
	169,920	2,730	2,730	...	553	...	3,380	...	2,360	25	14,830	...
	...	220	...	...	...	...	375	4	185	...	...	...
	3,800	875	275	...	189	...	155	2	470	...	35	...
Ohio, Cumb. & Tenn. Riv.	...	1,320	250	...	9	...	65	...	205	...	495	...
Total by Rail & River	492,257,280	1,170,365	1,874,070	1,312	349,434	3,865	266,592	1,883,039	318,390	449,110	135,951	16,362,515

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1904--Continued.

BY RAILROAD.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candies, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed, Bu. bbl.	Flour, bbls.	Fertilizer, tons.	Grease, lbs.
..	1,285	..	215	24,635	7,760	311	..	16,435	105	..
..	5	..	295	19,730	12,195	..	..	2,820	100	..
..	525	..	..	145	2,320	..	..	3,355	455	..
..	1,650	..	..	7,890	30	..	..	58,445	50	..
..	7,220	..	..	15,945	9,925	60	..	29,435	50	..
..	125,400	29	..	2,835	7,865	1,000	..	18,530	645	..
..	40	150	20	15	11,675	19,625	..	701,063	4,510	30,000
..	50,940	250	..	9,522	66,757	525	..	6,360	925	150
..	250	2,458	..	..	1,960	240	..	671,095	18,180	..
..	2,715	2,286	..	..	3,030	20	..	72,185	3,675	..
..	4,250	..	20	..	40	305	..	120,220	8,885	..
..	500	40,941	..	4,475	10,780	802	..	424,865	2,885	1,146,750
..	150	17,425	495	1,720	30,960	8,140	..	161,845	21,520	322,500
..	2,120	38,986	13,535	..	3,900	23,332	..	115,755	1,225	1,175,000
..	2,715	17,933	30	60	6,920	33,421	4,625	121,410	2,215	425,200
..	85	149,545	10,415	2,936	735	26,694	..	326,050	..	4,305,900
..	175	92,356	2,200	14,920	82,050	947,154	16,105	88,965	120	208,600
..	2,820	40,857	1,240	39,700	1,500	79,310	..	160,085	..	32,800
..	6,740	6,630	2,440	45	1,230	..	..	18,730	..	..
..	..	9,197	3,840	38,760	5,965	950	..	36,340	40	..
..	..	25,730	20	50	..	1,254	..	14,620	100	..
..	..	..	..	..	..	10,277	..	15,030	..	..
Chicago & Eastern Ill. R.R.	211,605	547,631	34,900	174,363	285,637	1,153,275	20,730	3,279,463	55,275	7,646,900
Total by Rail .....	..	..	..	..	..	..	..	..	..	..
BY RIVER.	10,180	83	..	100	4,985	35	..	650	8	3,700
..	8,940	1	..	340	6,720	145	..	20,480	6	66,900
..	..	..	..	..	70	..	..	65	5	500
..	75	85	..	10	140	10	..	300	2	..
Ohio, Tenn. & Cumberland...	1,120	..	..	..	30	..	..	5,360	209	..
Total by Rail and River...	221,800	547,800	34,900	174,833	297,582	1,153,405	20,730	3,306,198	58,500	7,717,000

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1904—Continued.

BY RAILROAD.	Hay, tons.	Horses and Mules, head	Hides, lbs.	Hominy and Grits, bbls.	Hogs, head.	Lard, lbs.	Lead, pigs.	Lemons, boxes.	Lumber, Cords.	Lumber, M feet.
C. & A. R. R., Mo. Div.	60	562	.....	6,370	1,007	2,600,185	.....	9,430	577	.....
Missouri Pacific R. R.	4,805	530	.....	5	3,571	73,435	.....	19,300	8,597	.....
Wabash R. R. (West)	1,985	769	281,000	10	854	45,590	1,665	715	4,001	.....
C., R. I. & P. R. R.	570	127	65,000	89,225	.....	.....	5	.....	2,837	.....
St. L. & S. F. R. R.	9,815	1,833	.....	6,870	.....	84,500	805	7,850	2,454	.....
Mo., Kan. & Tex. R. R.	45	570	17,700	5,500	345	266,550	840	464	17	.....
St. Louis S. W. R. R.	50	270	.....	.....	9	1,595,245	.....	47,495	254	.....
St. L., I. M. & S. R. R.	25,810	8,294	84,800	60	211	8,775	15	11,120	851	.....
Illinois Division	1,325	210	9,099,400	88,960	1,181	10,849,500	57,725	205	2,230	.....
Illinois Central R. R.	11,730	25,908	829,500	.....	.....	3,770,060	795	205	70	.....
L., H. & St. L. R. R.	435	686	778,200	225	4,461	2,914,535	.....	15	141	.....
Louis. & Nash. R. R.	18,480	65,214	893,510	90	2,681	8,701,460	9,450	885	1,124	.....
Mobile & Ohio R. R.	28,310	17,380	17,241,125	1,210	4,792	24,830,675	73,260	5,740	1,889	.....
Southern Railway	12,045	1,896	11,006,000	.....	57,708	18,242,300	206,890	105	7,076	.....
Balt. & Ohio S. W. R. R.	45	5,438	6,495,560	.....	1,640	5,749,440	210,318	6,290	5,259	.....
Chicago & Alton R. R.	265	6,970	4,742,500	1,800	79,080	1,802,300	100,515	4,295	7,893	.....
C., C. C. & St. L. R. R.	295	5,232	6,581,970	715	196,411	460,850	391,478	2,665	11,902	.....
Vandalia R. R.	275	18,142	41,476,680	250	3,333	15,921,400	198,215	325	2,592	.....
Wabash R. R. (East)	515	2,424	4,729,800	.....	50,390	5,875,200	108,809	100	5,284	.....
Tol., St. L. & West. R. R.	530	1,266	4,704,500	10	3,419	84,400	870	4,020	4,903	.....
C., P. & St. L. R. R.	400	1,035	211,400	2,560	502	168,025	1,770	7,040	6,741	.....
Chi., Burl. & Quincy R. R.	40	2,084	192,900	.....	.....	.....	.....	10	623	.....
St. L., K. & N. W. R. R.	106	729	40,800	.....	.....	.....	.....	.....	.....	.....
Chicago & East. Illinois	376	117	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail	118,311	167,686	109,472,345	203,860	411,938	104,034,625	1,363,425	128,584	76,101	.....
BY RIVER.										
Upper Mississippi River	395	624	.....	25	703	20,500	2,340	.....	.....	608
Lower Mississippi River	1,094	2,233	8,600	590	.....	467,045	21,047	.....	.....	294
Missouri River	4	16	.....	30	.....	10,700	.....	.....	.....	79
Illinois River	8	205	.....	5	135	20,850	135	.....	.....	437
Ohio, Cumb. & Tenn. Riv.	172	262	.....	.....	.....	65,200	95	.....	.....	47
Total by Rail & River.	119,984	171,076	109,480,945	204,510	412,776	104,618,920	1,387,042	128,584	76,101	1,465

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1904—Continued.

BY RAILROAD.	Malt, Bushels.	MIDSE. & FUNDS		Met- cans.	MOLASSES.		Nails, Kegs.	OATS.		Oil, Casks, Tons.	Orleans, Flugs.	Oranges, boxes & Bbls.
		Packages.	Cars.		Bbls.	Kegs.		Sacks.	Bushels.			
Illinois Central R. R.	.....	42,823	1,815	2	140	10	45,980	.....	214,790	30	230	5,615
.....	8,960	5,310,540	24,377	273	2,885	30	99,280	.....	200,435	20	8,085	17,480
.....	1,000	7,281,025	28,567	144	16,685	18,445	20,995	2,995	42,710	.....	20,140	650
.....	140	188,425	4,450	.....	25	80	4,720	830	4,470	172	33,770	280
.....	44,975	6,173,410	60,898	.....	23,440	30	73,310	1,455	35,630	30	6,440	5,615
.....	2,685	4,07,420	6,980	2	8,255	14,780	62,835	6,380	636,920	.....	9,160	5,570
.....	89,409	1,517,510	4,858	.....	1,635	4,140	7,835	2,305	.....	.....	9,345	56,305
.....	6,415	3,923,795	31,009	13	12,690	11,680	1,700	.....	156,435	.....	14,485	15,545
.....	131,290	20,900	5,608	.....	535	50	6,325	21,955	8,343,350	.....	4,080	8,825
.....	70	7,131,080	9,116	81	11,955	3,628	96,085	.....	1,100,000	20	4,105	3,570
.....	1,525	164,515	1,361	1	4,355	1	130	500	2,734,815	.....	4,050	4,855
.....	7,845	506,895	3,705	2	4,390	90	3,210	37,370	1,500,775	175	9,755	106,175
.....	23,600	1,500,615	8,540	1	5	.....	12,750	52,022	16,155	806	4,380	103,635
.....	2,930	6,991,355	8,252	2	7,630	3,155	3,575	.....	10,940	.....	37,265	75,470
.....	1,865	375,630	5,979	3	4,70	75	3,085	.....	7,200	125	61,175	123,855
.....	1,450	214,890	7,639	49	2,725	.....	17,293	860	27,050	.....	590	280
.....	7,305	1,139,880	7,202	98	1,305	945	8,352	.....	11,055	30	245	810
.....	.....	1,459,165	12,747	61	5,615	145	5,070	1,180	2,840	50	580	.....
.....	.....	2,100,725	23,936	497	23,245	1,205	53,725	.....	.....	.....	785	5,907
.....	.....	540,342	2,559	65	105	.....	7,945	.....	.....	.....	.....	280
.....	300	305,550	3,755	5	11,050	75	7,945	.....	.....	.....	.....	.....
.....	7,350	280,360	5,100	.....	8,750	80	30	1,180	.....	.....	.....	.....
.....	.....	3,020,665	16,745	276	6,375	1,620	24,795	.....	.....	.....	.....	.....
.....	.....	750	394	7	.....	.....	5	.....	.....	.....	.....	.....
Chicago & Eastern Illinois R. R.	.....	339,034	50,606	1,601	138,315	60,108	554,020	128,552	12,134,375	1,457	230,395	539,737
Total by Rail	.....	.....	284,512	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	115	307,240	.....	.....	330	190	3,435	2,415	.....	.....	1,005	.....
.....	7,645	912,975	.....	.....	200	15	6,010	17,335	.....	.....	575	.....
.....	.....	24,500	.....	.....	25	45	435	120	.....	.....	90	.....
.....	.....	42,505	.....	.....	25	.....	1,150	230	.....	.....	60	.....
.....	15	57,050	.....	.....	30	.....	195	515	.....	.....	40	.....
Total by Rail and River	.....	345,709	51,961	1,601	158,815	60,358	545,305	149,207	12,134,375	1,457	232,165	539,737

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1904—Continued.

BY RAILROAD.	ORE—Tons.		Pig Iron, tons.	PORK PRODUCT.			POTATOES.		RYE.	
	Iron.	Zinc.		B'd Pork bbla.	Hams, pounds.	Meats, pounds.	Ptgs.	Bush.	Sacks.	Bush.
.....	20	20	455	.....	981,000	446,900	1,800	630	.....	.....
.....	.....	.....	28,120	.....	374,200	256,800	5,580	7,535	.....	.....
.....	.....	.....	3,364	.....	100	200	48,870	1,090	.....	.....
.....	10,335	.....	120	.....	13,200	146,270	40,425	2,800	.....	.....
.....	.....	55	100	.....	277,020	473,685	40,180	5,400	260	.....
.....	.....	.....	1,810	20	28,300	2,185,800	9,505	5,940	285	.....
R. R. ....	.....	.....	80	75	13,474,530	28,308,475	6,187	31,990	120	.....
.....	.....	25	480	.....	53,200	99,295	360	297,060	.....	.....
.....	195	30,824	100	170	4,904,050	102,402,200	194,080	1,830	.....	26,785
R.	20	.....	25	.....	4,059,940	3,742,690	280	139,420	.....	152,395
.....	.....	.....	840	.....	17,741,400	13,906,505	9,481	1,165	185	12,880
.....	3,690	7,970	270	400	2,449,680	64,709,250	7,210	24,325	.....	10,235
.....	20	.....	180	2,354	1,229,935	16,728,395	2,590	1,070	.....	828,180
.....	4,615	.....	12,955	175	330,500	4,876,400	56,460	.....	.....	77,050
.....	.....	30	12,955	1,475	1,775,600	6,177,275	32,505	24,720	.....	.....
.....	.....	25	465	100	2,726,640	6,521,930	2,035	101,285	.....	50,570
.....	150	.....	225	.....	28,000	449,000	101,325	15,680	.....	45,230
.....	365	.....	1,230	.....	18,218,700	22,557,820	249,775	1,640	.....	.....
.....	20	.....	70	.....	3,835,700	40,536,705	15,121	9,476	.....	13,735
.....	.....	110	8,105	.....	2,355	61,300	1,425	470	.....	18,255
.....	450	11,628	26,565	.....	25,000	5,633,900	11,490	.....	.....	2,405
R.	20	96	12,570	.....	1,866,790	687,100	15,197	23,315	.....	2,160
Chicago & Eastern Illinois R. R. ....	.....	.....	.....	.....	.....	.....	2,690	600	.....	.....
Total by Rail	19,910	50,839	106,429	4,774	73,795,840	319,997,885	319,351	707,955	850	765,160
BY RIVER.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	6	.....	.....	30	24,850	155,750	4,206	.....	.....	.....
Lower Mississippi River .....	.....	.....	.....	108	417,055	1,622,560	3,100	.....	55	.....
Missouri River .....	.....	.....	.....	.....	5,900	7,200	110	.....	.....	.....
Illinois River .....	.....	.....	.....	14	2,000	30,900	695	.....	.....	.....
Ohio, Cumberland and Tennessee Rivers .....	.....	.....	.....	.....	12,300	184,510	345	.....	45	.....
Total by Rail and River	19,916	50,839	106,429	4,930	74,257,945	322,001,805	327,895	707,955	950	765,160

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1904—Continued.

BY RAILROAD.	Rice, Packages.	Salt.		Sheep, head.	SUGAR.			Hoop, boxes.	Sourkraut, packages.
		Barrels.	Bulk, Cans.		Hhds.	Barrels.	Bags.		
	70		2	1,173		1,065	3,120	18,906	9,355
	7,810	10	6	1,137		30,490	3,670	99,690	70
	19,360	5,735	11	4,264		24,215	27,080	23,640	370
	590	25	47			2,196	1,975	1,980	520
	67,560			812		79,865	93,520	64,090	
	7,725	21,320	3	3,829	40	20,115	34,535	117,455	2,220
	5,625	5,490	6	126		2,100	1,310	34,205	12,070
	8,165	9,419	13	41		18,735	20	50,390	
	155	450	14	1		730	8,290	1,405	30
	65,919	26,630		3,078		10,255	44,790	118,640	14,715
	50					326	350	23,205	10
	1,290	126		3,595		1,535	2,100	17,565	1,335
				977		455	200	25,765	1,020
	1,405	160		2,907		4,065	2,700	24,575	305
	25,090	35		7,569		9,295	5,000	13,765	1,390
	4,110	190	38	95,011		24,960	26,000	32,545	
	9,000	280	4	2,967		1,730	2,190	8,525	
	10,636	100		6,344	2	8,200	1,760	11,830	1,630
	92,930	400	19	24,690		44,735	34,715	247,075	
	4,530			2,163			300	50	
	6,910	85		2,104	1	5,865	12,945	50,365	190
	2,450		4	6,322		32,190	400	1,010	
	3,945	635	4	1,910	103	46,535	126,410	75,760	456
	1,190					500			
Total by Rail	346,404	71,009	171	102,555	146	309,545	433,450	1,061,435	45,565
BY RIVER.									
	240	305		304	5	3,390	4,625	4,425	
	305	35		41		5,350	9,630	6,135	
	190	35				550	605	265	
	20	15				420	690	845	
	50					365	105	250	
Total by Rail and River...	347,809	71,459	171	102,900	151	379,530	449,155	1,073,325	45,565

Ohio, Tenn. & Cumberland ...

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1904—Concluded.

BY RAILROAD.	Tallow, Pounds.	Tobacco, Hhds.	Tobacco, Man'f'd, Pounds.	WHEAT.		Whiskey and Highwine Bbls.	Wool, Pounds.	White Lead, Pounds.	Zinc and Spelter, Hhds.
				Sacks	Bushels				
.....	.....	.....	202,250	.....	.....	5,875	.....	552,550	.....
.....	.....	6	22,005,230	.....	5,490	11,890	.....	17,129,700	.....
.....	.....	7	6,766,360	300	95,925	20,825	.....	1,128,400	.....
.....	.....	.....	959,776	.....	900	1,065	.....	22,900	.....
.....	14,100	65	4,368,119	175	.....	12,760	104,700	13,850,800	.....
.....	5,300	.....	702,023	3,150	26,450	6,127	1,650	598,780	175
R.	1,090,850	2	1,164,720	.....	8,670	2,605	.....	1,153,900	63,425
.....	.....	.....	29,196	.....	765,180	7,940	.....	.....	.....
.....	258,900	.....	8,435,700	90	80,550	1,010	500	983,100	.....
.....	.....	34	264,310	.....	5,649,915	7,280	.....	5,219,400	.....
.....	.....	.....	1,298,305	500	1,119,870	855	8,257,330	267,520	.....
.....	.....	.....	31,800	3,715	3,150,840	670	345,700	570,520	.....
.....	1,815,000	99	1,302,535	400	1,779,765	30	59,500	32,400	.....
.....	1,186,000	1,204	8,524,500	.....	3,779,510	1,615	7,559,990	1,199,125	.....
.....	1,680,500	31	1,161,530	605	701,805	235	566,200	1,968,400	154,790
.....	1,463,400	136	596,890	860	271,735	325	90,900	6,936,855	310,500
.....	80,000	66	1,289,010	.....	1,790,915	700	1,353,700	318,900	334,699
.....	7,457,620	15	9,439,740	3,600	946,850	230	239,500	1,507,560	550,603
.....	318,000	.....	18,700	2,000	1,361,075	2,455	5,280,885	4,054,085	622,661
.....	72,100	.....	2,143,585	10	1,750,840	.....	690,035	4,108,250	968,615
.....	80,900	120	24,700	.....	456,135	415	2,696,585	1,252,290	81,330
.....	.....	9	6,324,590	.....	45,775	80	.....	57,300	.....
.....	.....	.....	.....	.....	216,425	6,800	291,600	7,091,796	3,720
.....	15,015,670	1,802	76,080,470	14,896	24,002,255	90,807	27,540,773	70,954,580	2,970,518
Total by Rail .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BY RIVER.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	.....	.....	31,545	.....	.....	755	.....	1,307,190	.....
Lower Mississippi River.....	.....	43	109,615	2,120	.....	1,240	.....	759,370	.....
Missouri River.....	.....	.....	4,250	.....	.....	19	.....	8,300	.....
Illinois River.....	.....	.....	2,900	.....	.....	178	.....	237,900	.....
Ohio, Tennessee & Cumberland Rivers ..	.....	.....	4,575	.....	.....	5	.....	23,250	.....
Total by Rail and River.....	15,015,670	1,845	76,183,355	17,016	24,002,255	93,004	27,540,773	73,280,590	2,970,518

DECEASED, 1904.

ARP, EGGERT,	May 9th.
ATKINSON, ROBT.,	August 26th.
BAKER, I. G.,	April 4th.
CHADBOURNE, G. W.,	November 9th.
COLE, NATHAN,	March 4th.
FRANKLIN, JOSEPH,	February 22nd.
GERHART, P. G.,	February 22nd.
GRAHAM, BENJ. B.,	December 11th.
GRAY, MELVILLE L.,	September 29th.
HAUPTMANN, PETER,	December 21st.
HEINTZ, EMIL,	January 27th.
HELLMAN, A. M.,	December 14th.
HOFFMAN, AUGUST,	May 31st.
HOLTECLAW, FRANK,	December 30th.
HOSPES, RICHARD,	April 14th.
KAUFFMAN, JOHN W.,	May 25th.
LEMCKE, L.,	November 11th.
LEMP, WILLIAM J.,	February 13th.
MCBLAIR, WILLIAM,	January 24th.
RASSFELD, A.,	February 11th.
RICE, THOMAS A.,	March 10th.
SAMPSON, C. H.,	March 31st.
SCHUETZ, JOHN G.,	June 7th.
SCRUGGS, R. M.,	November 22nd.
SIMPKINS, ALLAN T.,	June 30th.
TAYLOR, W. J.,	November 25th.
WOODWARD, W. H.,	November 30th.
WRIGHT, FRANK L.,	June 30th.
YOUNG, R. S.,	December 17th.

MEMBERS

—OF THE—

Merchants' Exchange of St. Louis.

JANUARY 10th, 1905.

HONORARY MEMBERS.

MICHAEL MCENNIS, GEORGE BAYHA.
D. J. HANCOCK,

NUMBER OF MEMBERS, 1,791.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.	St. L. S. W. Ry.,	Com'l Agent	909 Olive st.
Able, Sam. T.	R. G. Dun & Co.,	Mercantile Agency	314 Pine st.
Abraham, W. D.	W. D. Abraham & Co.,	Hay and Grain	East St. Louis, Ill.
Achenbach, Fred		Stock	Rockbridge, Ill.
Adams, C. M.	Waters Pierce Oil Co.,	Treas	Bk. Commerce Bldg.
Adams, Geo. A.	G. A. Adams Grain Co.	6 Board of Trade	Kansas City, Mo.
Adams, R. M.		Broker	Cham. of Com.
Adams, W. H.	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc.	401 N. Second st.
Aff, J. Geo., Jr.	F. W. Clemens Feed Co.		3357 Gravius ave.
Ainsworth, Wm. G.	The St. Anthony	Elevator Co.	Minneapolis, Minn.
Akin, Thomas		Commission	203 Cham. of Com.
Albers, Clifford H.	C. H. Albers	Com. Co.	400 Cham. of Com.
Albers, C. H.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Albrecht, Victor	Eberle-Albrecht Flour	Co.	218 S. Main st.
Albrecht, H. S.	Schoellborn-Albrecht	Machine Company	416 N. Main st.
Alcock, W. H.	Milliken-Helm	Commission Co.	322 Pine st.
Alexander, F. J.	Rosedale	Feed Co.	943 Hodiament ave.
Allen, Geo. L.	Fulton Iron Works,		Second and Carr sts.
Allen, Edmund T.	E. T. & C. B. Allen,	Lawyers	Wainwright Building.
Allen, James H.	Allen-West Com. Co.,		104 S. Main st.
Allen, J. Oran	Morton & Co.,		509 Cham. of Commerce.
Allen, Leonard S.	Pringle, Fitch &	Ranken	311 Cham. of Com.
Allison, James W.		Glass Manf.	606 Security Building.
Alt, Henry		Deceased.	
Alzheimer, Benj.	Alzheimer & Rawlings,	Bonds and Stocks.	215 N. Fourth st.
Ambs, Joseph B.			3228 Caroline st.
Ames, Henry			St. Louis Club.
Anderson, W. B.	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, J. F.	Georgia Railway,	G. W. Agent	308 Cham. of Com.
Anderson, John		Tie Contractor	Rhineland, Mo.
Anderson, Lorenzo E.	Mercantile Trust	Co.	Eighth and Locust sts.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Annan, Roger P.....	Annan, Burg & Co.,	Commission.....	107 Cham. of Com.
Annan, Roger P., Jr.....	Annan, Burg & Co.	.....	107 Cham. of Com.
Arbuckle, James	Latin-American Club,	Manager.....	110 N. 4th st.
Archer, W. B.....	.....	Broker	Merchants' Exchange.
Arnold, Henry.....	Jno. G. Haas Soap Co.,	Soap.....	5020 Benedict st.
Ashcraft, E. B.....	Blue Ridge Despatch.	.....	100 N. Fourth st.
Aufderheide, A. G.....	F. W. Aufderheide	Commission Co....	22 S. Commercial st.
Aufderheide, Walter....	F. W. Aufderheide	Commission Co....	22 S. Commercial st.
Aylsworth, Geo. A....	The Moffatt Com. Co.,	Board of Trade.....	Kansas City, Mo.
Backer, Henry.....	.....	.....	1806 S. Fourteenth st.
Backer, George H....	Venice Transportation Co.....	.....	917 Lincoln Trust Bldg.
Bacon, Cary H....	Sherry-Bacon Grain Co. ....	.....	213 Chamber Commerce.
Bacon, Edward P....	E. P. Bacon & Co., Grain	and Com.....	17 C. of C., Milwaukee.
Baer, Bernard.....	Bernard Baer & Co.,	Produce and Prov.	1432 N. Broadway.
Bagnell, Wm.....	.....	.....	Lincoln Trust Bldg.
Bain, Walter.....	Chas. L. Crane & Co.,	Insurance.....	Century Bldg.
Baird, W. J.....	.....	.....	St. Charles, Mo.
Baker, Allen.....	Allen Baker & Co.,	Brokers.....	Gay Building.
Baker, F. M.....	.....	Deceased.....	.....
Baker, Jno. F.....	.....	.....	4360 St. Louis ave.
Baker, E.....	Baker, Paton & Co.,	Cotton.....	414 Granite Bldg.
Ballard, Chas. T....	Ballard & Ballard Co.,	Millers and Grain.....	Louisville, Ky.
Ballard, T. R.....	Ballard, Messmore & Co.,	Commission.....	520 Chamb. of Com.
Ballard, J. O.....	Ballard, Messmore & Co.,	Commission	520 Cham. of Com.
Ballard, S. Thruston.....	Ballard & Ballard Co.....	.....	Louisville, Ky.
Baltz, Fred L.....	Millstadt Milling Co. ....	.....	Millstadt, Ill.
Bannerman, Jas....	Meyer, Bannerman & Co.,	Saddlery.....	616 N. Sixth st.
Barco, Thomas .....	.....	.....	Nameoki, Ill.
Barclay, Shephard...	Barclay & Fauntleroy	Attorneys.....	520 Olive st.
Bardenheier, John.....	.....	Wines and Liquors.....	212 Market st.
Barklage, Louis.....	Wernse & Dieckman,	Brokers.....	317 N. Fourth st.
Barnard, Geo. D....	Geo. D. Barnard & Co.,	Stationers... Vandeventer & Laclede.	.....
Barnes, Chas. W.....	Real Estate.,	.....	216 Wainwright Bldg.
Barnes, Seth S.....	.....	Grain	Marston, Mo.
Barnhart, Wm. R.....	Barnhart Mer. Co.,	Fancy Groceries..	518 N. Second st.
Barnidge, Aug. J....	Chas. E. Prunty,	Clerk.....	7 and 9 S. Main st.
Barr, Henry C....	Witherspoon & Barr Co.,	Millers.	Princeton, Ind.
Barret, Arthur B.....	St. Louis Com. Co.,	.....	315 N. Main st.
Barrett, John F.....	.....	.....	7 Bd. of Trade Court, Chicago.
Barron, Chas. B.....	Barron & Wilson,	Grain Samplers.....	Equitable Bldg.
Barry, Thos. J.....	.....	Deceased.....	.....
Barstow, Chas. W.....	.....	American Telp. & Telg Co.,	Star Bldg.
Bartlett, Edwin L....	Bartlett Com. Co.,	.....	505 Chamber of Commerce.
Bartlett, Oscar Z....	L. Bartlett & Son Co.,	Com.....	23 Cham. Com., Milwaukee.
Bascom, Jos. D.....	Broderick & Bascom	Rope Co.....	809 N. Main st.
Bascome, Western..	West'n Bascome & Co.,	Insurance Agent...	725 Century Bldg.
Batdorf, W. L.....	W. L. Batdorf & Co.,	Flour and Feed.....	Belleville, Ill.
Bates, A. C.....	Mississippi Valley Elevator	& Grain Co.....	Foot of Madison st.
Bates, Charles F.....	Merchants Exp. Co. ....	.....	614 S. Sixth st.
Battaille, L. A....	American Ex. Nat'l Bank,	Cashier.....	207 N. Broadway.
Bauer, A. H.....	Bauer Bros.,	Brokers.....	312 N. Fourth st.
Baur, Andrew.....	Baur Flour Co.,	Secy	807 N. Second st.
Baulch, John J.....	Manufs. Ry.,	Traffic Man'g... Ninth and Pestalozzi.	.....
Bayrd, E. A.....	Matthew Addy & Co.,	Iron Com... Commonwealth Tr. Bldg.	.....
Baxter, Theo. P.....	Pratt, Baxter Gr. Co.	.....	Taylorville, Ill.
Bay, Mansfield C.....	.....	.....	.....
Beardsley, C. F.....	Picker & Beardsley,	Commission	118 N. Main st.
Beauvais, E. A.....	Brosseau & Co.,	Com.....	67 Board of Trade, Chicago.
Beck, Henry W.....	.....	Feed and Seed Store...	20th and Pine.

Name.	Firm.	Business.	Location.
Beck, Harry G.	H. W. Beck & Sons Feed & Seed Co.	Seed Co.	5701 Manchester rd.
Becker, Bontie A.	Payne & Becker,	Brokers.	112 N. Fourth st.
Becker, Edward C.			3112 Cass ave.
Becker, Conrad.	C. Becker,	Miller.	Red Bud, Ill.
Becker, Hugo.	J. G. Haas Soap Co.,	Soap.	5020 Benedict ave.
Becker, Herman C.	C. Becker,	Milling.	Red Bud, Ill.
Beckmann, Adolph G.		Commission.	905 N. Fourth st.
Beckmann, Geo. H.	Eggers Milling Co.,	Teamster.	Eighth and Clark ave.
Beckmann, Harry F.	F. W. Carter & Co.,	Commission.	114 N. Fourth st.
Beckmann, W. E.	Bakers' and	Confectioners' Supplies.	10 S. Second.
Beer, H. M.		Broker.	507 Security Building.
Bell, Nich. M.	Peper Tobacco	Warehouse Co.	1112 Market st.
Bell, James G.	J. G. Bell & Co.,	Commission.	304 N. Commercial st.
Bell, James W.	Mercantile Trust Co.		721 Locust st.
Belz, J. H.	J. H. Belz & Co.,	Pork Dealers.	3601 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.,	Bags.	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bender, Harry E.	Ware & Leland,	Commission.	212 Cham. of Com.
Bendick, John H.		Grocer.	6939 Scanlan ave.
Bennett, Joseph H.			Sullivan, Mo.
Bennett, M. H.	Calumet Grain Com. Co.		69 Gay Bldg.
Berger, Harry.	Berger-Crittenden Co.,	Grain.	Milwaukee, Wis.
Bergmann, Conrad.	C. Bergmann	Feed Co.	2775 Chouteau ave.
Bergmann, Robt. J.	C. Bergmann	Feed Co.	2718 Chouteau ave.
Bernet, A. E.	Bernet, Craft & Kauffman	Milling Co.	37 Gay Bldg.
Bernet, Christian.	Bernet, Craft & Kauffman	Milling Co.	Gay Bldg.
Bernheimer, Marcus.	Marcus Bernheimer	Mill. and Merc. Co.	208 N. Fourth st.
Berry, H. J.	W. L. Green	Commission Co.	62 Laclède Bldg.
Best, Earl I.	Washburn Crosby Co.,	Millers.	Main and Mound sts.
Bethmann, Robt.	St. Louis Brew. Assn.		East St. Louis, Ill.
Betts, R. A.	Fidelity S. & P. & M. Co.		1005 Pine st.
Biedenstern, Henry			1208 S. Broadway.
Bieger, Adolph.		Curled Hair, etc.	27 Ferry st.
Biekert, John E.	J. M. Biekert Com. Co.		930 N. Third st.
Bieser, Fred.		Produce.	1800 N. Second st.
Bilbro, H. B.			203 Cham. of Com.
Billingsley, O. W.		Student.	3118 Laclède ave.
Billon, Guy P.	Billon-Crandall B. & S. Co.	Commonwealth Tr. Co. Bldg.	
Bird, S. M.	Missouri Grain Co.		809 Security Bldg.
Bischoff, Gustav Jr.	Independent	Packing Co.	3857 Chouteau ave.
Bischoff, Gustav.	Manchester Bank		3900 Chouteau ave.
Bittner, Jacob.		Real Estate.	13th and Olive sts.
Bixby, W. K.	Mo. Car & Foundry Co.,		Lincoln Trust Building.
Blakely, Walter J.	St. Louis Sanitary Co.,		3958 Missouri ave.
Blanke, Detlef J.		Insurance Agent.	Granite Bldg.
Blankenship, H.			St. Charles, Mo.
Blaufuss, Wm.			2854 Henrietta st.
Block, David, Jr.			3855 W. Pine st.
Block, Gus.			4056A Laclède ave.
Block, Wm. A.			1804 Warren st.
Blossom, Dwight B.	Merchants' Ins. Co.		937 Century Bldg.
Blossom, H. M.	H. M. Blossom & Co.,	Insurance.	937 Century Bldg.
Blossom, H. A.	H. M. Blossom & Co.,	Insurance.	937 Century Bldg.
Blow, C. W.	American Linseed Co.,		Sixteenth and Clark ave.
Boaz, Wm. M.	McGrath-Grob Com. Co.		1030 N. Third st.
Bodman, Luther W.	Milmine, Bodman & Co.,	Com.	Bd. of Trade, Chicago.
Boeck, Geo. H.	Adam Boeck & Co.,	Real Estate.	622 Chestnut st.
Bofinger, John N.			76 Vandeventer Place.
Bogard, John J.		Real Estate.	3632 S. Broadway.
Bohle, Frank G.	Haase & Bohle	Carriage Co.	1800 Pine st.
Bohnenkamp, John.	Home Bakery Co.		Glasgow av. and Hebert st.
Boisselier, Chas. L.		Farmer.	Gumbo, Mo.
Boisselier, R. W.		Accountant.	704 Mo. Trust Bldg.
Boland, J. L.	J. L. Boland Book and	Stationery Co.	Fourth and Vine sts.
Bollin, A.	A. Bollin & Co.,	Insurance.	606 Marion st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Bonsack, F. C.		Architect.....	602 Columbia Building.
Boschert, Roman.			3711 Cass ave.
Bosler, Sebastian.		Real Estate.....	Clayton, Mo.
Bostick, R. H.	Jas. M. Houston	Grocer Co.....	800 Spruce st.
Bowman, Theo. G.			114 N. Fourth st.
Bowman, Chas. G.	The Bowman	Stamping Co.....	120 Cedar st.
Boyd, Charles T.	Armour Packing Co.		2030 Clark ave.
Boyd, Wm. G.	Brown Bond & Stock Co.		325 Locust st.
Boyle, W. F.	Boyle, Priest & Lehmann,	Attorneys	Laclede Building.
Bradley, Douglas.	Hardy Grain Co.		35 Gay Bldg.
Bradner, H. T.			3439 N. Ninth st.
Bradshaw Preston, J.	Tracy & Co.		4th and Olive.
Bradshaw, Thos. J.			111 N. Third st.
Brady, Hugh J.	Brady & McGroarty,	Public Weighers...	Second and Tyler.
Bragg, Edgar O.	The Kemper Grain Co.	Board of Trade, Kansas City, Mo.	
Braun, Geo. H.	Braun-Lang Com. Co.,		204 N. Third st.
Braun, Joseph L.	P. P. Williams Gr. Co.,	Commission....	408 Cham. Com.
Bray, Joseph W.	Campbell Glass and	Paint Co.....	Main and Gratiot sts.
Bray, Wm.	Wm. Bray & Co.,	Commission.....	226 Market st.
Brazill, J. P.	Wabash-Lackawanna Desp.,	Agent.....	300 Railway Exchange.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Bredenkamp, F. W.	J. H. Kemper & Co.,	Feed.....	East St. Louis, Ill.
Breed, L. C.		Flour and Grain Com.....	108 Gay Bldg.
Breen, J. H.			1367 Union boulv.
Brendecke, Edwin T.	Chouteau Ave. Crystal Ice & Cold Storage Plant,		2108 Chouteau ave.
Brendecke, H. C.		American Wine Co.....	3015 Cass ave.
Brennan, J. Wallace.	J. Wallace Brennan	Real Estate Co.....	816 Chestnut st.
Brennan, Martin J.	J. S. Costello & Son		1108 Pine st.
Brickey, S. H.			301 Chamber of Commerce.
Bridge, Geo. Smith.	Bridge & Leonard,	Com.....	62 Board of Trade, Chicago.
Brinckwirth, Louis.			524 Rialto Bldg.
Brinckmeyer, E. H.	Brinckmeyer-Meyer	Hay and Grain Co.	1111 N. Broadway.
Brinson, H. L.			Seneca, Mo.
Brinson, L. B.			52 Gay Bldg.
Brockman, Arthur.	Brinson-Waggoner	Grain Co.....	206 Cham. of Com.
Brockman, F. W.	F. W. Brockman Com. Co.		815 N. Fourth st.
Brockmann, Fred P.	F. P. Brockmann	Grain Co.....	305 Cham. of Com.
Brockmeier, F. C.	Engelke & Feiner	Milling Co.....	816 S. Broadway.
Brockmeier, J. C.	Brockmeier & Co.,	Commission.....	523 N. Second st.
Broderick, John J.	Broderick-Bascom	Rope Co.....	809 N. Main st.
Brodhack, Joseph H.		Merchant.....	2230 S. Broadway.
Broeder, Henry.	Hy. Broeder & Sons,	Produce and Com.....	928 N. Third st.
Broeder, Geo. H.	Hy. Broeder & Sons,	Commission.....	926 N. Third st.
Broeg, Louis.	Siemers & Chisholm,	Commission.....	300 Cham. of Com.
Brolaski, Harry W.	World's Fair Transp. Co.		Foot of Locust st.
Bronson, E. P.	Star & Crescent Milling Co., V. P. and G. M.		119 Monroe st., Chicago, Ill.
Brooks, Benjamin W.	St. L. Water Works,	Engineer.....	2211 Sullivan ave.
Brown, C. M.	Lehigh & Wabash Desp.		309 Railway Ex.
Brown, Geo. A.		Grain.....	Brighton, Ill.
Brown, L. W.	Jno. Wahl Commission Co.		2 S. Main st.
Brown, James I.	White W. S. & N. P. Lines,	Agent.....	414 Rialto Bldg.
Brown, Alex. H.	Brown Stock & Bond Co.		325 Locust st.
Browne, H. M.	Morton & Co.,	Commission.....	510 Cham. Com.
Bruck, Henry.	New Era Gro. Co.,	Produce.....	1709 S. Second st.
Brueckmann, Jno. G.	Picker & Beardsley,	Commission.....	118 N. Main st.
Bruenemann, Ernst.		Flour and Feed..	3753 S. Jefferson ave.
Brundage, S. P.			746 Aubert ave.
Bryden, Alex. A.	Bryden & Co.,	Coke and Coal...	6th and Locust sts.
Buck, W. T.		Grain, etc.	Vleits, Kas.
Buckland, Jos. A.	Jos. A. Buckland & Co.,	Commission.....	103 S. Third st.
Buehler, Henry, Jr.	Buehler-Cooney Cons. Co.		122 N. 7th st.
Bull, Wm.		Fire Insurance	922 Century Bldg.
Bullitt, C. M.	Bullitt & Co.,	Grain	Louisville, Ky.

Name.	Firm.	Business.	Location.
Bulte, Henry J.....	Bulte Com. Co.,	Flour.....	12 S. Main st.
Bumann, E. F.....		Grain	Bunker Hill, Ill.
Burbridge, C. T.....	The Chatsworth,	....	72nd and Riverside, N. Y. City.
Burdeau, J. P.....	St. Louis Cordage Co.	.....	1710 S. Eleventh st.
Burg, Henry.....	Annan, Burg & Co.,	Flour Commission..	107 Cham. of Com.
Burg, Philip.....	Philip Burg Grocer Co.,	.....	1250 S. Broadway.
Burg, William.....		Iron and Steel.....	107 N. Third st.
Burks, John C.....	Calumet Grain	Commission Co.....	69 Gay Bldg.
Burnet, Halsted	Plows Co.	.....	2018 Market st.
Burr, Chas. P.....	Chas. P. Burr & Co.,	Commission.....	324 Rialto Building.
Burrus, D. N.....		.....	Miami, Mo.
Busch, Adolphus...Anheuser-Busch Brew.	Assn.....	Ninth and Pestalozzi.	
Busch, Aug. A...Anheuser-Busch B. Assn.,	V. P.....	Ninth and Pestalozzi sts.	
Buschman, E. L.....	Modern Mfg. Co.	.....	Eighth and Spruce sts.
Buschman, A. H....A. H. Buschman Grain	Co.....	115 Cham. of Com.	
Buschman, F. W....A. H. Buschman Grain	Co.....	115 N. Third st.	
Bushnell, D. I.....	D. I. Bushnell & Co.,	Grain and Seeds.....	109 N. Second st.
Buss, John B.....	J. B. Buss,	Mills.....	8325 Franklin ave.
Butler, W. C.....	W. C. Butler & Son,	Insurance.....	844 Century Building.
Butler, Edward.....	Ed. Butler & Son,	Horseshoer.....	15 S. Tenth st.
Bycroft, Henry F....	Gillespie Roller Mills,	Miller	Gillespie, Ill.
Byrne, Daniel P.....	Dan'l P. Byrne & Co.,	.....	818 Chamber of Commerce.
Byrne, Frank T....	Grand Trunk Railway,	Agent.....	15 Laclede Building.

Cabell, Ashley.....	Attorney-at-Law.....	506 Olive st.
Cady, L. Bertram....L. Bertram Cady Co.,	Tailors.....	421 Olive st.
Caffrey, Frank B.....	.....	1121 N. Compton ave.
Cahill, James G.....	Bond and Stock Broker..	411 Olive st.
Cain, P. R.....Gilmore & Ruhl,	Clothiers.....	Eighth and Lucas.
Campbell, Geo. A....The Cleveland-Akron	Bag Co.....	101 N. Third st.
Campbell, James.....	Bonds and Stock.....	218 N. Fourth st.
Campion, Geo. H.....Counselman & Co.,	Grain.....	211½ Cham. Com.
Canby, Caleb H.....C. H. Canby & Co.,	Gr. Brokers.....	8 Bd. of T., Chicago.
Capen, Sam. D.....Geo. D. Capen & Co.,	Insurance.....	949 Century Building.
Capen, Geo. H.....Geo. D. Capen & Co.,	Insurance.....	949 Century Building.
Carkener, George S.....Goffe & Carkener,	Grain.....	Kansas City, Mo.
Carleton, Murray.....Carleton Dry Goods	Co.....	12th and Washington ave.
Carlisle, David.....	Feed and Grain.....	125 Market st.
Carlisle, H.....Cottingham	Grain Co.....	102 Gay Bldg.
Carlisle, Sam S.....Carlisle Grain Co.	.....	414 Cham. of Com.
Carpenter, W. M.....Bryant & Stratton	Com. Col. (Pres.).....	Century Bldg.
Carpenter, Geo. O.....National Lead Co.,	Manager.....	Tenth st. and Clark ave.
Carpenter, Jas. M....J. M. Carpenter & Co.,	Real Estate Agents...	825 Chestnut st.
Carpenter, Jas. M., Jr....Jas. M. Carpenter & Co.,	Real Estate..	825 Chestnut st.
Carr, Alfred C.....Carr Bros.,	Insurance.....	204 N. Third st.
Carr, Charles Y.....Carr Bros.,	Fire Insurance	204 N. Third st.
Carr, Peyton T...United Elev. & Grain Co.,	.....	516 Cham. of Com.
Carr, W. O.....Erie Despatch,	Cont'g Agent.....	102 N. Fourth st.
Carrington, Wm. T....Bartlett, Frazier & Carrington,	Commission,	138 Jackson boul., Chicago, Ills.
Carroll, C. C.....Carroll & Powell,	.....	846 Century Bldg.
Carroll, John F.....J. F. Carroll & Co.,	Liquors.....	818 Cham. Com.
Carroll, James F.....	Grain.....	Greenville, Ills.
Carruthers, Geo. F....Mound City Hay Warehouse Co.....	Main and Clinton sts.	
Carruthers, W. W.....Eureka Mills Co.	.....	800 S. Theresa ave.
Cartan, L. V.....L. V. Cartan & Co.,	Real Estate.....	1004 Chestnut st.
Carter, C. L.....T. W. Carter & Co.,	Broker.....	114 N. Fourth st.
Carter, Lemuel Ray....T. W. Carter & Co.,	Broker.....	114 N. Fourth st.
Carter, T. W.....T. W. Carter & Co.,	Commission.....	114 N. Fourth st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Case, E. S.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Cashel, S. J.	L. & N. R. R.,	Cont'g Freight Agent	206 N. Broadway.
Cassidy, Abner C.	Cassidy Southwestern Co.,	Nat. Yds.	East St. Louis, Ill.
Cassidy, John W.	The Cassidy Com. Co.		105 N. Fourth st., Quincy, Ill.
Catlin, E. F.	Cochrane Grain Co.		107 Gay Bldg.
Cave, Elmore.	Parkview R. & I. Co.		Century Bldg.
Cavender, John H.			5315 Cabanne av.
Chadbourn, G. W.		Deceased	
Chaffraix, D. A.		Capitalist	St. Charles ave., N. O.
Chamberlain, Will F.		Seed Inspector	316 N. Commercial st.
Chamberlain, F. B.	F. B. Chamberlain Co.		7 N. Second st.
Chamberlin, E. C.	E. C. Chamberlin & Co.,	Commission	515 Cham. of Com.
Chambers, Jas. H.	Jas. H. Chambers & Co.,	Publishers	2940 Locust st.
Chandler, James N.	L. & N. R. R.,	General Agent	206 N. Broadway.
Chandler, Whately L.	The General Accident Assn.		411 Olive st.
Chapin, Simeon B.	S. B. Chapin & Co.,	Grain	Rookery Bldg., Chicago.
Charters, Herbert A.	Annan Burg & Co.,	Grain and Flour	107 N. Third st.
Child, Chas. J.	A. J. Child & Son,	Commission	511 N. Main st.
Chisholm, J. A. H.	Siemers & Chisholm,	Commission	300 Cham. of Com.
Chittenden, Warde B.	Robt. B. Brown Oil Co.		Rialto Bld.
Chreste, Wm.	Ballard & Ballard Co.,	Millers	Louisville, Ky.
Christian, Wilbur B.	Sherry-Bacon Grain Co.		213 Cham. Com.
Christy, H. W.	Wiggins Ferry Co.		915 Security Bldg.
Church, Alonzo C.		Attorney	817 Security Building.
Clark, Charles			182 Laclede Building.
Clark, Warren L.	Benj. W. Clark Grocer Co.		307 N. Second st.
Clark, Benj. W.	Benj. W. Clark Grocer Co.		307 N. Second st.
Clark, Hinman H.	Waters Pierce Oil Co.		810 Bank of Commerce Bldg.
Clark, C. W.	Tully & Clark,	Architect & Eng'n'r.	415 Locust st.
Clark, J. A.	Clark Bros.,	Feed	East St. Louis, Ill.
Claus, F. C.	Westcott-Claus Commission Co.		827 N. Third st.
Cleary, T. F.			508 Cham. of Com.
Clemens, F. W.	F. W. Clemens Feed Co.,	Feed	3357 Gravois ave.
Cleveland, Henry D.			5015 Fairmount ave.
Clifton, Daniel W.	Nanson Com. Co.		202 Cham of Com.
Clinton, George W.	Cochrane Grain Co.		107 Gay Bldg.
Cobb, Seth W.			317 Cham. of Com.
Cobb, C. W. S.	Glencoe Lime & Cement Co.		1400-A Old Manchester Road.
Cochrane, Manning W.	Cochrane Grain Co.		107 Gay Bldg.
Cochrane, Thos.	Cochrane Grain Co.		107 Gay Bldg.
Cockrell, J. H.			107 N. Third st.
Cockrell, Elias		Grain	Jerseyville, Ill.
Cockrell, W. A.		Broker	Cham. of Com.
Cohn, J. W.	Hunter Bros. Milling Co.,	Flour and Feed	60 Gay Bldg.
Cole, Amedee B.	Jno. Jackson Inv't. Co.,	President	51 Gay Bldg.
Cole, Charles B.	H. C. Cole Milling Co.,	Miller	Chester, Ill.
Cole, H. C.	H. C. Cole Milling Co.,		Chester, Ill.
Coleman H. C.	H. C. Coleman Com. Co.,		508 Cham. of Commerce.
Collins, H. B.	Whitaker & Co.,	Brokers	300 N. Fourth st.
Collins, Thos. R.	Martin Collins, Son & Co.,	Insurance	955 Century Bldg.
Collins, Martin	Martin Collins, Son & Co.,	Insurance	955 Century Bldg.
Collins, Wm		Real Estate	717 Chestnut st.
Comstock, T. Griswold.		Physician	3401 Washington ave.
Connery, E. E.	Connery Commission Co.		511 Cham. Com.
Connor, James A.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, P. P.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, M. J.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, Wm. M.	Connor Bros. & Co.,	Commission	Gay Bldg.
Connor, Wm. P.	Connor Bros. & Co.,	Grain	Gay Building.
Connors, Denis M.	Lee Line Steamers,	Superintendent	Foot of Olive st.
Conrades, Edwin H.	Donk Bros. Coal & Coke Co.		314 N. Fourth st.
Conzelman, Theophilus	Crunden-Martin Woodenware Co.		301 S. Main st.
Cook, Douglas G.	American Wine Co.,		3015 Cass ave.
Cooke, Michael			4215 Cook ave.
Coon, D. F.		Stock	Fort Scott, Kas.

Name.	Firm.	Business.	Location.
Coquard, L. A.		Banker and Broker.	302 Rialto Bldg.
Cordes, D.	D. Cordes & Co.,	Flour and Feed.	1924 S. Twelfth st.
Cordes, Henry H.	Camp Spring Mill Co.		Nashville, Ill.
Cordes, W. H.	D. Cordes & Co.,	Flour and Feed.	1924 S. Twelfth st.
Cornelius, N. B.	Cornelius Mill Furnishing Co.		1119 N. Sixth st.
Corneli, Adolph.	Schisler-Corneli Seed Co.		818 N. Fourth st.
Corneli, Ben P.	Schisler-Corneli Seed Co.		818 N. Fourth st.
Cornet, Edward.	Cornet Bros.,	Grocers.	18th and O'Fallon sts.
Costigan, Edw. J.	Whitaker & Co.,	Bonds and Stocks	300 N. 4th st.
Cottingham, Clive.	Cottingham Grain Co.		102 Gay Bldg.
Cottrill, Geo. F.	Green's Car Wheel Mfg. Co.		8018 N. Broadway.
Coudrey, Harry M.	H. M. Coudrey & Co.,	Insurance	946 Century Bldg.
Cowgill, Frank S.	Trans-Mississippi Grain Co.		534 Bee Bld., Omaha, Neb.
Cox, Charles A.	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, B. H.	Hoosac Tunnel Line,	Agent.	204 Railway Exchange.
Coyle, James F.	Coyle & Sargent,	Wholesale Silks.	1121 Washington ave.
Craft, Henry G.	Bernet, Craft & Kauffman	Milling Co.	Gay Bldg.
Cramer, G.	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.	J. E. Crawford & Son,	Stocks and Bonds.	421 Olive st.
Crews, Thos. B.	Probate Judge,		Court House.
Crothers, John C.	The McPheeters	Warehouse Co.	1100 N. Levee.
Crone, C. C.		Real Estate.	3602 N. Broadway.
Cullen, Allen H.	St. Louis Hay	Exchange	720 S. Theresa ave.
Cullen, Michael J.	Cullen & Kelly,	Livery	2785 Cass ave.
Cummiskey, Jas.		Commission	921 N. Fourth st.
Cunningham, C. A.	W. H. Markham & Co.,	Insurance.	906 Century Bldg.
Cunningham, Dickson.			Cham. of Com.
Cunningham, Edw. M.			Cham. of Com.
Cunningham, P. J.	Cunningham Bros.	Woolen Co.	Tenth and Locust sts.
Cupples, Sam'l.	Sam'l Cupples Wood &	Willowware Co.	7th and Spruce sts.
Currie, Frank.	Farmers' Elevator Co.		Clarksville, Mo.
Currie, W. I.	Jno. A. Warren & Co.		416 Cham. Com.
Cutliff, R. J.	Thyson Com. Co.,	Telgh. Operator.	105 N. 3rd st.

Daggett, Geo. H.	Geo. H. Daggett & Co.,	Grain.	Minneapolis, Minn.
Daly, C. L.	Swift & Co.,	Packers.	National Stock Yards, Ill.
Daly, E. F.	Calumet Grain Com. Co.		69 Gay Bldg.
Dameron, Ed C.			Clarksville, Mo.
Damon, Charles P.	C. P. Damon & Co.		1315 Chemical Bldg.
Dana, George D.	Charter Oak Stove &	Range Co., Sec'y.	1440 N. Main st.
Danforth, W. H.	Ralston Purina Co.,		Eighth and Gratiot sts.
Daniels, Geo. C.	Nelson, Morris & Co.,	Packers.	Nat'l Stock Yards, Ill.
Darby, B. D.			315 Chestnut st.
Darnielle, J. T.	Parrott-Day Co.,	Commission	407 Cham. of Com.
Daub, H. W.	Schreiner-Flack Grain Co.,	Commission.	118 N. Fourth st.
Daugherty, John W.	American Guar. Fund	Mut. F. Ins. Co., Sec'y,	112 Rialto Bldg.
Davidson, J. K.	J. K. Davidson Com. Co.,	Grain	103 N. 3rd St.
Davidson, John N.	Jno. A. Warren & Co.,	Commission.	416 Cham. of Com.
Davis, Geo. H.	Ernst-Davis Grain Co.		Kansas City, Mo.
Davis, John David.	Miss. Valley Trust Co.,	V. P.	4th and Pine sts.
Davis, Thos. W.	St. L. Market Rep'r Co.,	Reporter.	216 Market st.
Davis, C. R. H.	C. R. H. Davis R. E. Co.,	Real Estate	Lincoln Trust Bldg.
Day, E. R.	Parrott-Day Co.,	Commission	407 Cham. of Com.
Dayton, C. A.	C. A. Dayton Grain Co.		Kansas City, Mo.
Dayton, C. S.	Dayton-Pease Co.,	Grain.	117 Cham. of Com.
Dean, Chas. L.	Ludlow-Saylor Wire Co.,		120 S. Fourth st.
Dean, Wm. B.			4422 Westminster place.
Dean, Murry.	Dean, Mill Co.,	Flour.	Ava, Ill.
Dehner, Adolph.		Retired.	2010 Victor st.
Deibel, Albert L.	Anchor Flour & Feed Co.		Twenty-second and Morgan sts
Deibel, Fred	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Deibel, Louis P.	Anchor Flour	and Feed Co.	22nd & Morgan sts.

Name.	Firm.	Business.	Location.
Deibel, Robt. Fred	Anchor Hay & Grain Co.		2135 Morgan st.
Delafield, Wallace	Delafield & Snow,	Insurance	850 Century Bldg.
Delaney, John O'F		Capitalist	825 Chestnut st.
DeLore, C. P.	Mo. Forage Supply Co.		426 Theresa ave.
Dennis, C. C.	C. J. Dennis & Co.,	Commission	1011 N. Third st.
Dennis, John M.	Louis Mueller Co.,	Exporters	Baltimore, Md.
Denniston, U. R.			Chicago, Ill.
Denton, W	Denton Bros.,	Grain	Leavenworth, Kas.
DePew, Ray L.	Mobile & Ohio R. R.,	Cont. Agt	Fullerton Bldg.
Desloge, F.	Desloge Lead Co.,		108 N. Fourth st.
Denvir, John B.	Hayden Sad'y H.	W. Co.	519 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal & Coke Co.	815 N. Seventh st.
Diamant, Henry A.	St. Louis Commission	Co.	315 N. Main st.
Dick, Joseph B.	Hy. Sayers & Co.,	Commission	410 Cham. Com.
Dickinson, Albert	The Al. Dickinson Co.,	Seeds. W. Taylor & River sts.,	Chicago.
Dickinson, W. C.	F. W. Goeke & Co.,	Commission	22 N. Second st.
Dickinson, Chas.		Seeds. W. Taylor & River sts.,	Chicago.
Dieckmann, H. H.	Henry Dieckman,	Feed	1611 S. Ninth st.
Dickmann, Joseph F.			408 Granite Bldg.
Dieckman, John H.	Wernse & Dieckman,	B'nk'rs and Brokers	317 N. Fourth st.
Diekmann, Joseph Jos. H.	Diekmann & Co.,	Flour and Feed	1210 Biddle st.
Dimmitt, Pope.			Shelbina, Mo.
Dines, W. C.		Insurance	510 Pine st.
Dixon, J. E.		Commission	125 Cham. of Com.
Doan, Geo. P., Jr.	Ford & Doan,	Merchandise Broker	812 N. Second st.
Dodd, Sam'l M.			53 Vandeventer place.
Doddridge, W. B.	Railway Expert		1409 Troost av., Kansas City, Mo.
Dodson, Joseph		Grain Dealer	Shipman, Ill.
Dodson, J. W.	The Dodson-Braun Mfg.	Co.	Third and Cedar sts.
Doggett, Lewis C.	N. K. Fairbank Co.,	Lard Refiners	Chicago.
Donaldson, A. R.	Donaldson Bond and	Stock Co	318 N. Fourth st.
Donaldson, John W.	Donaldson Bond and	Stock Co.	318 N. Fourth st.
Donaldson, Wm. R.		Attorney	207 Temple Bldg.
Donk, E. C.	Donk Bros. Coal & Coke Co.,	Coal Dealers	314 N. Fourth st.
Donnewald, G. H.	Kerens-Donnewald	Coal and Coke Co.	421 Olive st.
Donovan, Frank X.	D. E. Smith & Co.,	Commission	114 N. Fourth st.
Donzelot, Eugene	E. Donzelot & Son,	Commission	16 S. Main st.
Donzelot, E. F.	E. Donzelot & Son,	Commission	16 S. Main st.
Dormitzer, Jos		Real Estate	104 N. Ninth st.
Dower, John	Brooklyn Street Elevator,		Brooklyn and Commercial sts.
Dreyer, Eugene C.	Hunter Bros.,	Flour and Feed	Gay Bldg.
Drummond, H. I.			302 Carleton Bldg.
Drummond, James T, Jr.	Drummond R. & I. Co		404 Carleton Bldg.
Drummond, John N., Jr.	John N. Drummond, Jr. & Co.		400 N. Fourth st.
Dudley, S. S.	Kanawha Dispatch,	Agent	206 Rialto Bldg.
Duff, N. A.	Duff Grain Co.		Nebraska City, Neb.
Duffy, Jos. A.	J. A. Duffy & Co.,	Real Estate	813 Chestnut st.
Duing, Herman	Duing & Shomaker,	Hay and Grain	814 Clark ave.
Dula, R. B.	Continental Tobacco Co.		4241 Folsom ave.
Dunmire, Carroll E	Swift & Co.,	Pork Packers	Nat'l St'k Y'ds, Ill.
Dunn, Edward J.	C. H. Canby & Co.,	Brokers	Merchants' Exchange.
Dunn, Thos			West End Hotel.
Dye, James Wm.	St. Louis Hay & Grain	Co.	309 Chamber of Commerce.
Dyer, E. H.	Mound City Paint &	Color Co	811 N. Sixth st.

Eakin, Chas.		Grain Broker	411 Cham. of Com.
Eaton, A. F.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
Eaton, Chas. D.	Springfield Fire & Marine	Ins. Co., Insurance	949 Century Bldg.
Eddy, A. M.	Eddy & Eddy,	Manufacturing	Main and Market.
Edenborn, Wm.	U. S. Steel Corporation		71 Broadway, New York.
Edwards, B. F.	Nat'l Bank of Com.,	Cashier	Broadway and Olive.
Edwards, Geo. L.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.

Name.	Firm.	Business.	Location.
Edwards, W. J.	N., C. & St. L. Ry.,	Com'l Agt.	Bank of Com. Bldg.
Eggers, H. B.	Eggers Milling Co.,	Millers.	Eighth and Clark ave.
Eggers, F. W.	Eggers Milling Co.,	Millers.	Eighth and Clark ave.
Eggers, Henry B., Jr.	Eggers Milling Co.,		Eighth and Clark ave.
Ehlerrmann, Chas.	Chas. Ehlerrmann Hop	and Malt Co.	22d st. and Scott ave.
Einstein, Wm.		Mining Operator.	320 Security Bldg.
Eiseman, B.	Rice, Stix Dry Goods Co.		Tenth and Washington ave.
Eisenmayer, P. H., Jr.	So. Ill. Elevator	Milling Co.	Murphysboro, Ill.
Elliman, T. L.			214 N. Fourth st.
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Elliott, S. Lee.	Missouri Commission Co.,		22 N. Fourth st.
Ellis, Wm. C.	Kehlor Flour Mills Co.,	V. P.	401 Cham. of Com.
Emig, John C.	Central States Despatch,	Agent.	414 Rialto Bldg.
Elmore, V. C.		Grain.	407 Cham. Com.
Ely, Arch F.		Grain	Jerseyville, Ill.
Engel, L. F.			4323 Forest Park Blv.
Engel, Wm.			2901 Wisconsin ave.
Engelke, Fred.	New Baden Milling Co.,		New Baden, Ill.
Eppelsheimer, Frank.	Fischer Flour Co.		4 N. Main st.
Essmueller, Fred.	Essmueller M. F. Co.,	Millwrights.	605 S. Sixth st.
Espenschied, Chas.			3500 Washington ave.
Evans, C. O.	Evans Bros.,	Tobacco & W. H. Co.	16th & Poplar st.
Evans, J. W.	N. Y. Life Ins. Co.,	Agent.	Seventh and Olive sts.
Everingham, Henry D.		Grain.	Fort Madison, Iowa.
Everingham, Lyman.	L. Everingham & Co.,	Com.	80 Bd. of Trade, Chicago.
Evers, John.	Teichmann Commission Co.		62 Gay Bldg.
Evill, Burton K.	Mo. Forage & Sup. Co.,	Hay and Grain.	426 S. Theresa ave.
Evill, Jno. H.	Colum. Hay & Grain Co.,	Hay and Grain.	500 S. Theresa ave.
Ewald, L. P.	Ewald Iron Co.,	Iron, etc.	941 N. Second st.
Ewing, James F.	J. F. Ewing Salt Co.,		816 Gratiot st.
Ewing, W. K.	Morton & Co.,		509 Cham. of Com.
Eyster, W. C.	W. C. Eyster,	Cooperage.	311 Chestnut st.

Farley, J. H.	Commission.	108 N. 4th st.
Farrelly, Thos. F.	Real Estate.	812 Chestnut st.
Faulkner, Wm. R., Jr.	Secretary to Chief of Police	Four Courts.
Faust, A. E.	Faust & Sons Oyster Co.,	President.
Faust, Edward A.	Anheuser-Busch Brew.	Assn.
Fay, Emory.	F. C. Taylor & Co.,	Commission.
Fehlig, August H.	H. J. Fehlig & Co.,	Grain.
Feiner, Eugene J.	Engelke & Feiner	Milling Co.
Feiner, Frank.	Engelke & Feiner,	Milling Co.
Feldbusch, Herman.		Teamster.
Felkel, E. E.	Missouri Commission Co.,	
Felker, T. A.		Banker.
Ferguson, Hugh.	Hugh Ferguson & Co.,	Provision Brokers.
Ferguson, Wm. H.		Grain.
Feuerbacher, F. W.	F. W. Feuerbacher	& Co., Malster.
Figueiredo, A. de.	St. L. Transfer Co.,	Ass't Manager.
Filley, Chauncey I.		
Filley, John D.	St. Louis-Union Trust Co.	
Finkenbiner, J. S.		
Finty, Thos.		Grain.
Fischer, John C.	Fischer Flour Co.	
Fischer, Louis F.	Chas. Tiedeman Mill. Co.	
Fisher, Geo. K.	Alzheimer & Rawlings,	Brokers.
Fisher, John A.		Inspector.
Fisher, S. J.	Fisher & Co.,	Real Estate.
Fisher, Geo. D.	G. D. Fisher & Co.,	Real Estate.
Fisse, Wm. E.		Attorney.
Flach, Joseph.	New Athens Milling Co.	

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Flebbe, Hermann....	Western Candy and Bakers' Supply Co....		109 S. Eleventh st.
Fleming, Thos. H. B.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
Flesh, Edw. M.....	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Flynn, Wm. C.....			1220 Goodfellow ave.
Foell, Christian.....			8108 Illinois ave.
Foell, Henry.....	Foell & Co.,	Commission.....	123 Market st.
Foerstel, Joseph A.....	J. H. Teasdale	Commission Co.....	103 N. Third st.
Foot, E. L.....			322 Pine st.
Forrester, R. L.....	V. C. Tice & Co.		71 Gay Bldg.
Forster, August F.....			1438 E. Grand ave.
Forster, Otto E.....		Physician.....	520 N. Garrison ave.
Forster, C. Marquard....	St. L. Brew'g Assn.		Florissant ave. and Salisbury st.
Foskett, Arthur I....	Foskett-Kissner Feed	Co.....	4325 N. Broadway.
Fouke, Phil. B.....	Funsten Bros. & Co.,	Commission.....	Second and Elm sts.
Fowler, Edwin.....		Deceased.....	
Fox, John W.....	C., P. & St. L. R. R.,	Com'l Agent.....	Houser Building.
Fraley, M.....	Moses Fraley & Co.,	Insurance.....	910 Century Bldg.
Francis, David R.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, D. R., Jr.....	Francis Bro. & Co.,	Stocks and Grain....	214 N. Fourth st.
Francis, T. H....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, J. D. Perry....	Francis Bro. & Co.,	Stocks and Bonds....	214 N. Fourth st.
Frank, John F.....		Grain and Lumber....	Okawville, Ill.
Frank, Max.....		Horses and Mules....	3029 Glasgow Pl.
Frank, Nathan.....		Attorney.....	Century Bldg.
Franklin, Spencer.....		Broker.....	1129 Channing ave.
Fraser, Wm. A.....	W. A. Fraser & Co.,	Com.....	169 Jackson Boul., Chicago.
Frederick, A. H.....		Real Estate.....	612 Chestnut st.
Freeborn, Charles S.....			1746 Mississippi ave.
Fresch, Chas. M.....	C. M. Fresch Grain Co.		412 Cham. of Com.
Fresch, Geo. Jr.....	D. W. Young Grain & Hay Co.		101 N. Third st.
Freund, L.....	L. Freund & Bros.		913 Souldard st.
Friedman, B.....	Friedman R. E. Co.		909 Chestnut st.
Fritschle, Robert.....		Grocer.....	5000 Gravois ave.
Fruin, Jeremiah.....	Fruin-Colnon Con.	Co., Contractors....	127 Laclede Bldg.
Fry, J. F.....	Brown, Fry & Co.,	Live Stock.....	Nat'l Stock Yards, Ill.
Fuchs, Arnold.....			62 Baldwin Blk., Indianapolis, Ind.
Funk, Joseph P.....	J. P. Funk & Co.,	Tallow, etc.....	914 N. Main st.
Funsten, R. E....	R. E. Funsten Dried Fruit	& Nut Co.....	300 N. Commercial.
Funsten, Wm. F.....	Funsten Bros. & Co.,	Commission.....	Second and Elm sts.
Fusz, F. D.....	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Louis.....	Regina Flour Mills		601 S. Main st.
Fusz, Eugene A.....	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Paul A.....	Granite Bi-Metallic Con.	Mining Co.....	422 Security Building.

Gaiennie, Frank.....			312 Fullerton Bldg.
Galbreath, G. W.....	Third National Bank,	Cashier.....	417 Olive st.
Gale, Chas. B.....	Gale & White,	Com.. Produce Exchange, New York.	
Gandolfo, John B.....	Gandolfo-Ghio	Mfg. Co.....	104 S. Eighth st.
Gardner, Wm. A.....	W. A. Gardner & Co.,	Commission.....	817 Cham. of Com.
Garneau, James W.....	Krey Packing Co.,		Twenty-first and Bremen ave.
Garneau, Pierre A....	Krey Packing Co.,	Pork Packers.....	2100 Bremen ave.
Garrels, G. W.....	Franklin Bank,	Banking.....	Fourth and Morgan sts.
Garrett, Walter L....	Garrett-Kennedy Grain	Co.....	Kansas City, Mo.
Garrison, O. L.....	Big Muddy Coal &	Iron Co.....	912 Wainwright Bldg.
Garvey, Lawrence.....	L. Garvey & Co.,	Produce and Com..	1412 N. Broadway.
Gasser, Emil.....			5717 Florissant ave.
Gatch, Elias S.....	Granby Mining and	S. Co.....	Mermod & Jaccard Bldg.
Gates, Charles G.....	Chas. G. Gates & Co.,	Brokers.....	16 Wall st., N. Y.
Gaupel, Henry J.....			1724 Longfellow blv.
Gaus, H., Jr.....	Henry Gaus & Sons,	Box Factory....	Main and Madison sts.
Geddes, John.....	Geddes & Hately,	Merchants. Royal Ins. Bldg., Chicago.	

Name.	Firm.	Business.	Location.
Geissmann, Otto	Highland Milling Co.,	Flour	Highland, Ill.
Geraghty, John E	Chapin & Co.,	Mill Feed	119 N. Third st.
Gerber, Charles	Gerber Fruit Co.,		910 N. Third st.
Gerdes, Charles B.	Chas. B. Gerdes & Co.,	Grain	East St. Louis, Ill.
Gerhart, Frank H.	F. H. & C. B. Gerhart	Real Estate Co.	Wainwright Bldg.
Gerlach, W.		Insurance	6 N. Third st.
Gessler, Emil W.	Woodlock & Gessler,	Commission	300 Cham. of Com.
Gessler, E. A.	Gessler & Kraussnick,	Broker	411 Olive st.
Gettys, James M.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Gettys, Thos. B.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Ghiselin, Horace	United Elev. & Grain	Co.	516 Cham. of Com.
Ghio, James C.	Barada-Ghio R. E. Co.		14 N. Eighth st.
Giesecke, Otto	Chas. Ehlerman Hop and	Malt Co.	Twenty-second and Scott.
Gieselman, F. H.	Chris. Sharp Com. Co.,		202 N. Main st.
Giesler, John F.		Feed	1831 Franklin ave.
Gifford, Isaac C.	C. E. Gifford & Co.,	Grain	225 Rialto Bldg., Chicago.
Gill, Felton D.	F. D. Gill & Co.,	Grain	33 Gay Bldg.
Gillett, Chas. W.	Gillett & Denniston,	Grain	159 LaSalle st., Chicago.
Gillis, John G.	Picker & Beardsley,	Commission	118 N. Main st.
Gilmartin, Jas. J.	Mo. State Grain Insp.		Equitable Bldg.
Gilmartin, P. J.	Tracy & Co.,	Brokers	Fourth and Olive sts.
Gintz, Adam	St. Clair Vinegar Co.		Belleville, Ill.
Ginocchio, D.	Ginocchio Bros. & Co.,	Fruits	713 N. Third st.
Giraldin, Chas. E.	Giraldin Bros. & Cates,	Real Estate	110 N. Eighth st.
Givens, Jos. W.			Rialto Bldg.
Glaser, Carl S.	Jos. Glaser & Son,	Brokers	317 Olive st.
Glaser, Joseph	Joseph Glaser & Son,	Brokers	317 Olive st.
Goddard, G. F.	E. Goddard Flour Co.		1301 S. Second st.
Goddard, J. H.	E. Goddard Flour Co.		1301 S. Second st.
Goebel, Fritz	F. Goebel & Sons,	Wholesale Grocers	27-29 S. Second st.
Goeke, Fred'k W.	F. W. Goeke & Co.,	Commission	22 N. Second st.
Goerger, G. A.	Ely-Walker D. G. Co.		Eighth and Washington ave.
Goerts, August	Germania Life Ins. Co.,		Broadway and Locust st.
Goetz, Victor		Millers' Agent	219 Market st.
Goldman, J. D.	Adler, Goldman Com. Co.,	Cotton Factors	112 S. Main st.
Goldsmith, Henry	Eureka Mills	Co.	3505 Gratiot st.
Goodall, John R.	W. H. Markham & Son,	Insurance	906 Century Building.
Goodnow, Frank	Miss. Valley Elev. &	Grain Co.	Levee and Madison st.
Goodrich, Frank	Hoffman Hdg. & Stave	Co.	Dexter, Mo.
Gordon, Samuel	Cox & Gordon	Provisions	1019 S. Third st.
Gordan, Thos. P.		Grain	Bd. of T. Bldg., St. Joseph, Mo.
Gore, W. S.	DuQuoin Mill Co.,		DuQuoin, Ill.
Grafeman, Wm.	Grafeman Dairy Co.		2020 Franklin ave.
Graham, Ben B.		Deceased	
Graham, G. L.	G. L. Graham & Co.,	Com.	301 Cham. of Com.
Graham, Robt. S.	G. L. Graham & Co.,	Commission	301 Cham. of Com.
Grant, W. D.	W. D. Grant Pkg. Co.,	Pork Packer	} 3826 Garfield ave.
Grant, Chas. A.	W. D. Grant Pkg. Co.,	Pork Packer	
Grant, Alex D.		Broker	Commonwealth Tr. Bldg.
Grassmuck, Wm	Wabash Elevator,	Grain	Second and Biddle sts.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging	102 Rialto Building.
Graves, Oswald	Sidney C. Love & Co.,		207 Cham. of Com.
Graves, W. W.	National Biscuit Co.,		205 LaSalle st., Chicago, Ill.
Gray, Melvin L.		Deceased	
Green, Francis X.	The Chas. Green Real	Estate Co	720 Chestnut st.
Green, H. H.	Green Car-Wheel Mfg. Co.,	President	3018 N. Broadway.
Green, Chas.	Chas. Green Real Est. Co.,		720 Chestnut st.
Green, James	Laclede Fire Brick Mfg.	Co.	Manchester and Sulphur aves.
Green, R. S.	G. L. Graham & Co.,	Commission	301 Cham. of Com.
Green, W. L., Jr.	Burlington Elevator,		64 Laclede Bldg.
Greer, Robert C.	Greer-Anderson	Realty Co.	719 Chestnut st.
Gregg, Norris B.	Mound City Pt. & Col. Co.,	Paints and Oils	811 N. Sixth st.
Gregg, W. H., Jr.	Monnd City Pt. & Col. Co.,	Paints and Oils	811 N. Sixth st.
Gregory, James A.			5408 Maple ave.
Greve, Henry	John Wahl Com. Co.,		2 S. Main st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Grier, J. P.			
Griesedieck, Paul H.	H. Griesedieck Malting Co.		1184 S. Twelfth st.
Griesedieck, Bernard	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Henry C.	Consumers Brewing Co.		1900 Shenandoah st.
Griesedieck, Henry, Jr.	Nat'l. Brew'y Co.,	Br'wrs.	Eighteenth and Gratiot sts.
Griesedieck, H. L.			East St. Louis, Ill.
Griesedieck, Frank	Central Brewing Co.,		1110 Park ave.
Griffin, T.			312 S. Fourth st.
Grimes, I. C.			
Grimm, Henry J.	Grimm & Co.		620 Chestnut st.
Grone, Ed.	Grone & Co.,	Soda.	13 S. Eleventh st.
Grone, Herman	H. Grone Brewing Co.,	Soda Water.	2219 Clark ave.
Grone, John G.	H. Grone Brewing Co.,	Brewery.	2219 Clark ave.
Gronemeyer, C. L.			2954 Clark ave.
Grossheider, Aug. F.		Hay and Grain	2817 Easton ave.
Grubbs, H. B.			3958 Lindell boul.
Gruensfelder, Louis		Deceased	
Gruet, John P.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut st.
Haarstick, Hy. C.	St. Louis-Union Trust Co.,	Vice-President.	Fourth and Locust
Haarstick, Wm. T.			48 Gay Bldg.
Haering, John		Teamster	2016 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haeussler, Herman A.	H. A. & H. H. Haeussler, Lawyer.		84 Laclede Bldg.
Haffner, W.	North Market Feed Co.		1906 Whittier st.
Hagar, Wm. G.	Western Iron & Supply Co.		938 N 2nd st.
Hagen, F. W.	St. Louis Syrup & Refining Co.		205 Dickson st.
Hagerman, James	M., K. & T. R. R.,	Solicitor	606 Wainwright Building.
Hahn, C. J.	Camp Spring Mill Co.		503 Cham. of Com.
Hainsworth, Jonas			110 N. Ninth st.
Haley, Claude E.	D. I. Bushnell & Co.,	Seeds.	109 N. Second st.
Hall, Chas. E.	Langenberg Bros. & Co.,	Commission	417 Cham. of Com.
Hall, Edward P.	Nanson Com. Co.		202 Cham. of Com.
Hall, Geo. H.	Nanson Commission Co.		202 Cham. of Com.
Hall, John E.	John E. Hall Com. Co.		418 Cham. of Com.
Hall, Louis T.	Nanson Commission Co.		202 Cham. of Com.
Hall, Marshall	W. L. Green Com. Co.		62 Laclede Building.
Hallet, F. A.	Hallet & Co.,	Grain	Minneapolis, Minn.
Halliday, H. E.	H. L. Halliday Mfg. Co.,		Cairo, Ill.
Hamilton, Alexander	Gartside Coal Co.,	Coal	1121 Pine st.
Hammer, L. F.	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Handlan, A. H.	Handlan Buck Mfg. Co.,	Railroad Supplies.	210 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.,	President.	Ninth & N. Market st.
Hannigan, K. B.	Southern Ry.		100 N. Fourth st.
Hanson, C. T.	P. B. Mathiason Mfg. Co.		5310 N. Second st.
Hanson, P. M.	Nat'l Enam. & Stamp'g Co.,	Traffic Mngr.	2nd st. and Cass ave.
Hardy, Geo. S.	Hardy Grain Co.		Union City, Tenn.
Harig, Albert J.	Mo. Tent & Awning Co.		Second and Chestnut sts.
Harrington, Charles M.	The Van Dusen-Harrington Co.		Minneapolis, Minn.
Harris, Benj.	B. Harris & Co.,	Wool	Second and Walnut st.
Harrison, W. B.	Minor, Powell & Co.	Commission	105 N. Third st.
Harroun, A. L.	Harroun Elevator Co.		Kansas City, Mo.
Harroun, A. M.	Harroun Elevator Co.		405 Rialto Bldg., Chicago.
Harstick, J. C.	Excelsior Brewery,	Teamster	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.,	Printing.	513 Market st.
Hartmann, Ernst	E. Hartmann Hide & Leather Co.		1905 Shenandoah ave.
Hartmann, Rudolph	R. Hartmann & Co.,	Commission	14 S. Second st.
Hartman, John	St. Louis Enameling Co.,	President.	9th and Monroe sts.
Hartnett, Jos. P.	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Hartzell, S. S.	Hartzell Light & Milling Co.		Poplar Bluff, Mo.
Harvey, Geo. Jr.	Harvey & Hall,		1117 Chemical Bldg.

Name.	Firm.	Business.	Location.
Hattersley, F.	F. Hattersley Bro. & Co.		205 Pine st.
Hattersley, Jos.	F. Hattersley Bro. & Co.		205 Pine st.
Haueisen, F. G.	Haueisen Bros.,	Produce.	1017 N. Third st.
Hauptmann, Peter.		Deceased.	
Hawes, Harry B.		Lawyer.	705 Carleton Bldg.
Hawken, Wm. H.	Jno. Jackson Investment Co.		51 Gay Building.
Hayden, T. F.	Hayden Slate Co.		2008 Locust st.
Haynes, Delos R.		Real Estate.	1005 Mo. Trust Building.
Haynes, W. J.	Haynes-Langenberg Mfg. Co.		23rd & Lucas ave.
Hazard, Wm. P.	Banner Rubber Co.		Bittner and Kenrick sts.
Healey, E. S.	Glencoe Lime & Cement Co.		1400-A Old Manchester rd.
Heath, A. J.	A. J. Heath & Co.,	Commission.	304 N. Commercial st.
Heege, Albert.		Grocer.	Clayton, Mo.
Heege, Theodore.		Grocer.	Kirkwood, Mo.
Heger, Frederick	Heger & Seiferth,	Game, etc.	122 N. Main st.
Heinrichsmeyer, Henry		Feed.	6830 S. Broadway.
Heitzeberg, Chas. L.	Beaumont Inv. Co.		301 Wainwright Bldg.
Helein, Geo. A.		Cooperage.	419 S. Fourteenth st.
Helery, M. F.		Retail Liquors	112 N. Third st.
Hellman, A. M.		Deceased.	
Hellman, Chas.	Hellman-Godlove	Mer. Co.	120 N. Main st.
Helm, Louis.	Milliken-Helm Com. Co.,	E. St. Louis Elevator Co.	322 Pine st.
Heltzell, D. S.	D. S. Heltzell & Co.,		505 Cham. Com.
Heltzell, Harry Dallas.	Geo. J. Schulte &	Co., Commission.	507 Cham. Com.
Heman, Fred.		Deceased.	
Heman, G. A.		Contractor.	1221 N. Jefferson av.
Heman, John C.	Heman Construction	Co.	512 Fullerton Bldg.
Hemenway, Wm. D.	Peugnet &	Hemenway, Ins.	902 Century Bldg.
Hendee, S. A.	S. A. Hendee & Co.,	Grain.	Bushnell, Ill.
Henry, Frank R.	St. Louis Transit Co.,	Auditor	3860 Park ave.
Henseler, F. F.		Deceased.	
Henson, Mark.		Real Estate	Granite City, Ill.
Henze, F. W.	Old Rock Bakery Co.,	Baker	417 Lucas ave.
Herf, O.	Herf & Frerichs Chemical Co.		48 Gay Bldg.
Hesse, Ludwig.	Kehlor Flour Mills Co.	Treasurer.	401 Cham. Com.
Heydt, John B.	Heydt Bakery Co.		1611 Biddle st.
Heyman, Wm.	Lackawana Line,	Agent	105 Ry. Exchange.
Hezel, Charles.		Deceased.	
Hezel, Charles, Jr.	Hezel Milling Co.,		East St. Louis, Ill.
Hezel, E. T.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Frank.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Moriss		Deceased.	
Hilke, Christoph.		Flour and Feed.	8747 N. Broadway.
Hilke, Christ H.		Feed Store.	4920 N. Broadway.
Hill, Ewing.	Western Advertising Co.		Star Bldg.
Hill, Wm. T.	J. H. Teasdale	Commission Co.	103 N. Third st.
Hill, G. W.	Miss. Valley Elev. & Grain	Co.	Levee and Madison st.
Hill, Walker.	American Ex. Nat'l Bank,	President.	207 N. Broadway.
Hilliar, W. T.	Erie Dispatch,		102 N. Fourth st.
Hinchman, J. G.		Prov'n Inspector.	22 S. Commercial st.
Hindman, James H.		Farmer.	Rockwood, Ill.
Hirsch, I. C.	Cal. Hirsch & Sons Iron &	Rail Co.	Wells Bldg.
Hirschberg, F. D.	F. D. Hirschberg & Co.,	Insurance.	123 N. Third st.
Hitchcock, E. A.	Secretary of the Interior,		Washington, D. C.
Hobart, B. F.	Cherokee-Lanyan Spelter	Co.	Springfield, Mo.
Hodge, James.	The Paddock-Hodge Co.		Toledo, Ohio.
Hodgman, E. M.	J. E. Crawford & Son,	Stock Brokers.	421 Olive st.
Hodgkins, Elbert.	Kehlor Flour Mills Co.,	Flour.	401 Cham. of Com.
Hoffman, Geo. E.	Merchants'-Laclede Nat.	Bk., Cashier.	Fourth and Olive sts.
Hofman, Louis.			3007 Rauschenbach ave.
Hofmann, F. W.	Hofmann Bros. Pro. Co.,	Prod. Com.	700 N. Second st.
Hofmann, E. G.	Hofmann Bros. Pro. Co.,	Prod. Com.	700 N. Second st.
Hogan, C. C.	McReynolds & Co.,	Grain.	314 Cham. of Com.
Hogenmiller, John A.	Hogenmiller Com. Co.		714 N. Third st.
Holbrook, Walter J.	Holbrook-Blackwelder	R. Est. Trust Co.	812 Olive st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Holland, James F.	Annan-Burg & Co.		107 N. Third st.
Holliday, Joseph G.		Attorney-at-Law	52 Laclede Bldg.
Holliday, Omar	Fulton Bag & Burlap Co.		612 S. Seventh st.
Hollmann, Julius	Cairo Milling Co.		Cairo, Ill.
Holmes, Jesse H.	H. & L. Chase Bag Co.		18 N. Main st.
Holtzclaw, Frank		Deceased	
Hopkins, James			Security Bldg.
Hoppius, Herman F.	Mullen & Hoppius	Painting Co	114 Olive st.
Horn, Benjamin F.		Cooperage	E. St. Louis, Ill.
Horn, Benj. F., Jr.	Benj. F. Horn,	Cooperage	Mo. ave. E. St. Louis, Ill.
Horn, Chas. W.	Benj. F. Horn,	Cooperage	Mo. ave. E. St. Louis, Ill.
Horner, E. P.	Allen-West Com. Co.,		104 S. Main st.
Hornsby, Joseph L.		Attorney	520 Rialto Bldg.
Houghtlin, D. M., Jr.	Wiggins Ferry Co.		915 Security Bldg.
Howard, F. F.	W. P. Howard & Co.,	Commission	310 Roe Bldg.
Howard, J. J.	W. P. Howard & Co.,	Commission	310 Roe Bldg.
Howard, L. J.		Deceased	
Hoyt, E. R.	Hoyt Metal Co.,	Secretary	325 Locust st.
Hubbard, Robt. M.	Hubbard & Moffitt,	Commission Co.	322 Pine st.
Hudson, H. Newton	Hoyt Metal Co.		325 Locust st.
Hudson, Wm. A.	Hudson Bros. Com. Co.,	Commission	212 N. Second st.
Huegely, Julius	Huegely Milling Co.		Nashville, Ill.
Hug, Henry	Laclede Hay & Grain Co.,		110 So. Jefferson ave.
Hughes, H. H.	Hughes Warehouse & Elevator Co.		Nashville, Tenn.
Hull, Wm. L.			520 Cham. of Com.
Hunicke, John	St. Louis Brewing Assn.		3301 Vista ave.
Hunn, Eugene F.	S. B. Chapin & Co.		203 Cham. of Com.
Hunter, E. O.	Hunter Bros. Milling Co.		60 Gay Bldg.
Hunter, Henry	Chris. Sharp Com. Co.,		202 N. Main st.
Huppert, W. E.	Klausman Brewery Co.	Book-keeper	8639 S. Broadway.
Hussmann, Henry	G. Ziebold & Son,		Red Bud, Ill.
Husted, Edward C.	St. Joe Lead Co.,		166 Laclede Building.
Hutchinson, R. R.	Mechanics' Bank,	President	Broadway and Locust.
Hutchinson, Jas.	Jas. Hutchinson & Sons,	Sugar Brokers	712 Spruce st.
Huttig, C. H.	Third National Bank,	President	417 Olive st.

Ichtertz, Geo. J.	W. A. Gardner & Co.,	Commission	317 Cham. Com.
Imbs, Joseph F.	J. F. Imbs Milling Co.		67 Gay Bldg.
Imbs, Al. V.	J. F. Imbs Milling Co.		67 Gay Bldg.
Immer, E. B.		Grain	3605 Finney ave.
Inman, Bruce		Grain	214 N. Fourth st.
Isaacs, Chas. W.			213 Cham. of Com.
Ismert, Joseph	Pinckneyville Milling Co.		Pinckneyville, Ill.

Jackson, Horace		Grain	79 Bd. of Trade, Chicago, Ill.
Jackson, Howard B.	Jackson Bros. & Co.,		118 Rialto Bldg., Chicago.
Jacobs, F. E.	T. E. Price & Co.		111 Cham. of Com.
Jameson, Francis A.	Chapin & Co.,	Millfeed	119 N. Third st.
Jannopoulo, D.	Mo. Tent & Awning Co.,	Tents	100 N. Second st.
Jaquith, A. B.	Exchange	Grain Co.	Omaha, Neb.
Jasper, Louis A.	Jasper & Sellmeyer,	Commission	835 N. Third st.
Jennings, A. M.	Printing Telegraph	News Co.	307 Cham. Com.
Jenkins, B. C.		Broker	Bank of Commerce Bldg.
Johns, H. A.	Dayton Pease Co.		1112 Chambers st.
Johnson, Albert S.	Terminal R. R. Assn.		Twelfth and Poplar sts.
Johnson, F. N.	Scullin & Gallagher Iron & S. Co.,		Kraft and Manchester ave.

Name.	Firm.	Business.	Location.
Johnson, M. B.	T. E. Price & Co.,	Commission	111 N. Third st.
Johnston, George S.	Johnston T. F. & Met.	Co., Tin Foil Manuf.	6020 S. Broadway.
Johnston, Wm. C.	Donk Bros.,	Coal & Coke Co.	814 N. Fourth st.
Jones, Breck	Miss. Valley Trust Co.,	2d V.-P & Counsel	201 N. Fourth st.
Jones, Charles, Jr.			Labadie, Mo.
Jones, C. Norman	St. Louis Brewing Assn.		702 Wainwright Building.
Jones, Geo. P.	Geo. P. Jones & Co.,	Oil	704 N. Main st.
Jones, Vincent M.	John Mullally Com. Co.		405 Chamber of Commerce.
Jordan, S. P.	P. P. Williams	Grain Co.	408 Cham. of Com.
Joy, Chas. F.		Lawyer	421 Olive st.
Judson, F. N.	Judson & Green,	Lawyers	500 Rialto Building.
Judd, W. D.,	East St. Louis Grain Elevator	Co., President.	822 Pine st.

Kaehler, E.	Interstate Despatch,	Agent	305 Houser Building.
Kaiser, Henry	John G. Kaiser & Co.,	Grocers	901 Franklin ave.
Kaiser, Jacob		Deceased	
Kalb, C. R.	G. O. Kalb & Son,	Insurance	957 Century Bldg.
Karns, W. H.	W. H. Karns & Co.,	Commission	407 Cham. Com.
Karrick, Henry L.	Henry Karriok Co.,	Grain	20 C. of C., Minneapolis.
Kassuba, Walter L.	Kassuba Com. Co.		Milwaukee, Wis.
Kauffman, H. M.	G. H. Walker & Co.,	Broker	807 N. Fourth st.
Kauffman, F. E.	Bernet, Craft & Kauffman	Milling Co.	Gay Bldg.
Kaune, Wm. G.	Kerens-Donewald Coal	Co.	Worden, Ill.
Kavanaugh, W. K.	Wiggins Ferry Co.,	President	918 Security Bldg.
Keeble, W. B.	Senter Commission Co.,	Commission	25 S. Third st.
Keheler, P. F.		Broker	813 Olive st.
Kehoe, C. J.	F. D. Hirschberg & Co.,	Insurance	128 N. Third st.
Kehlor, D. M.			5163 Fairmount ave.
Kehlor, J. B. M.		Deceased	
Keirsey, W. H.	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Keiser, C. J.	Keiser Bros. Milling Co.,	Flour	Mt. Olive, Ill.
Keiser, Robert H.		Real Estate	417 Pine st.
Kelly, E. M.	Liberty Mills,		Nashville, Tenn.
Kelley, M. J.	Lackawana Line,	Agent	Laclede Bldg.
Kemper, Wm. T.	Wm. T. Kemper Elev.	Co.	Kansas City, Mo.
Kennard, Sam. M.	Kennard & Sons Carpet	Co., Carpets	Fourth and Washington
Kennedy, Maxwell	Kennedy Grain Co.		107 N. Third st.
Kennedy, Samuel G.		Insurance	657 Century Building.
Kennett, Wm. P.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Kenney, Grant W.	Grant W. Kenney Grain	Co., Commission	Kansas City, Mo.
Kent, H. V.	Kent & Purdy Paint Co.		701 N. Second st.
Kerens, Vincent	Kerens-Donnewall Coal	Co.	Rialto Bldg.
Kern, Chas.	Union Biscuit Co.		Sixth and Carr sts.
Kerney, Chas. W.	Burlington Elevator Co.		64 Laclede Bldg.
Kerr, J. H.	American Refrigerator Translt	Co.	410 Century Bldg.
Ketchum, Horace F.	Langenberg Bros. & Co.		417 Chamber of Commerce.
Keyes, S. P.	Keyes & Marshall Bros.,	Livery	1100 St. Ange ave.
Kidston, James	James Kidston & Co.,	Com'n	625 Rialto Bldg., Chicago.
Kiely, P. M.	P. M. Kiely & Co.,	Commission	914 N. Third st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Locust st.
King, Lawrence L.		Fire Insurance	835 Century Bldg.
King, Wm. J. 2nd	Mass. Mutual Life,	Manager	216 Century Bldg.
Kingsland, L. D.	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo.	Central Union Brass Co.		Eleventh and Mullauphy sts.
Kinsella, James	Kinsella & Co.,	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.	715 Spruce st.
Kissner, John	Foskett & Kissner,	Feed	4323 N. Broadway.
Klasing, Aug. F.		Groceries and Feed	5034 N. Broadway
Klauber, John	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klein, Jacob	Klein & Hough,	Attorneys	902 Rialto Bldg.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Klein, Jno. S.	Nulsen-Klein-Krausse Mfg. Co.	Dry Paints.	Sidney st. and Levee.
Klenk, Charles	A. Laux & Son	Pork Packing Co.	Russell and DeKalb st.
Knapp, W. E.	Jno. E. Hall Com. Co.		418 Cham. Com.
Knebel, L.	L. Knebel & Co.	Grain and Lumber.	Pierron, Ill.
Kneeland, Lorenzo D.	Kneeland, Clement & Curtis,		
	Brokerage		219 LaSalle st., Chicago.
Knehans, H. W., Jr.	H. W. Knehans & Sons,	Commission.	909 N. Fourth st.
Knight, Geo. W. J.	Meyer Bros. Drug Co.		Fourth st. and Clark ave.
Knight, Harry F.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Knox, C. G.	National Stock Yards,	V.-Pres.	National Stock Yards, Ill.
Koechig, Wm.	Jos. A. Buckland & Co.,	Hay and Grain.	103 S. Third st.
Koehler, C.	Columbia Brewing Co.		Twentieth and Madison sts.
Koehler, Henry, Jr.	American Brewing Co.		2825 S. Broadway
Koehler, Hugo A.	The American Bw'g Co.,		2825 S. Broadway.
Koehler, Julius H.	Columbia Br'wing Co.,		Twentieth and Madison st.
Koenigsmark, A. J.	Koenigsmark Mill Co.		Waterloo, Ill.
Koenigsmark, Jacob J.		Flour Mill.	Waterloo, Ill.
Koenigsmark, T.		Milling.	Waterloo, Ill.
Kohlbr, Louis.		Feed.	3254 S. Jefferson ave.
Kohlbr, Louis, Jr.	Louis C. Kohlbr &	Bro., Feed.	3407 Missouri ave.
Kohl, F.	Kohl & Niemann,	Feed.	Venice, Ill.
Kohn, R. D.	Kohn & Co.		315 N. Fourth st.
Kolb, Adolph.	Southern Feed Co.	Pres. and Treas.	911 S. Seventh st.
Kotany, M.		Stock and Bond Broker.	409 Olive st.
Kracke, J. H.	J. H. Kracke Grain Co.		208 N. Fourth st.
Krausse, E. B., Jr.	Nulsen, Klein & Krausse	Mfg. & Mining Co.	Levee & Sidney
Kraussnick, E. C.	Gessler & Kraussnick,	Brokers.	411 Olive st.
Krenning, H. B.			322 Bank of Commerce Bldg.
Kretschmar, Ernest.		Provisions.	2700 Cherokee st.
Krey, Fred	Krey Packing Co.	Pork Packers.	21st and Bremen ave.
Krite, F. H.	Hezel Milling Co.,	Millers.	East St. Louis, Ill.
Kroeger, Mathias.	Henry Sayers & Co.,	Commission.	410 Cham. Com.
Kron, A.		Livery Stable.	2124 N. Tenth st.
Kuenke, Henry.		Flour and Feed.	2653 Gravois ave.
Kuhlman, Henry W.		Feed.	2204 Bremen ave.
Kuhn, Francis.	St. Louis Distilling Co.		Twenty-third and Madison sts.
Kuhn, Robert C.	Bartlett, Kuhn & Co.,	Grain and Hay	Evansville, Ind.
Kuhs, H. W.	H. W. Kuhs & Co.,	Grocers and Com.	28 S. Third st.
Kupferle, E.	Kupferle Bros. Mfg. Co.		600 N. Second st.

Lackland, R. J.	Boatmens' Bank,	President.	4th and Washington ave.
Lackland, Edgar C.			Laclede Building.
Lahey, Thos. P.	T. E. Price & Co.,	Commission	111 N. Third st.
Lake, Wm. H.	W. H. Lake & Co.,	Grain.	6 Sherman st., Chicago.
Lamping, W. C.		Broker.	212 Cham. of Com.
Lamy, Chas. O.	J. H. Teasdale Com. Co.,		103 N. Third st.
Lamy, Joseph F.	Hardy Grain Co.,	Commission	35 Gay Bldg.
Landau, Louis	Landan & Co.,	Grocers.	317 N. Second st.
Lang, George.	Braun-Lang Com. Co.,	Flour and Commission.	Gay Bldg.
Lang, B. H.	B. H. Laag & Co.,	Commission.	415 Cham. of Com.
Lang, Ben S.	Carlisle Grain Co.		415 Cham. of Com.
Langenberg, Geo. F.	Langenberg Bro. & Co.,	Commission	417 Cham. of Com.
Langenberg, H. F.	Langenberg Bro. & Co.,	Commission	417 Cham. of Com.
Langenberg, H. H.	Langenberg Bro. & Co.,	Commission	417 Cham. of Com.
Langenberg, C. H.	Haynes-Langenberg Mfg. Co.,	Furnaces	23rd and Lucas ave.
Langton, J. J. P.	Langton & Garneau,	Prov. Broker.	421 S. Seventh st.
Lanitz, George.		Grain.	322 Pine st.
Lansing, E. W.	Thos. Bennett & Co.,	Brokers.	3018 Locust st.
Larimore, N. G.	Elk Valley Farming Co.		Larimore, N. Dakota.

Name.	Firm.	Business.	Location.
Larimore, Jameson		Farmer	Larimore, N. Dakota.
Latal, John J.	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourette, James	Columbia Zinc Works,		Marion, Ind.
Latta, H. J.	Maxwell & Crouch Mule Co.,		National Stock Yards.
Laughlin, J. R.		Real Estate	606 Fullerton Bldg.
Lawnin, Jos. D.		Lumber	807 N. Levee.
Lay, George	Carondelet Milling Co.,	Pres't.	7020 S. Broadway.
Leask, Arthur		Broker	200 Rialto Bldg., Chicago.
Ledwidge, John J.	D. P. Byrne & Co.,	Commission	818 Cham. Com.
Lee, W. H.	Merchants'-LaClede Nat'l Bk.,	Pres.	Fourth and Olive sts.
Lee, Wm. H.		Deceased	
Leftwich, W. M.			122 N. Seventh st.
Lehman, S. M.	Lehman Bros.,	Commission	16 William st., N. Y.
Lelong, A. A.	Citizens' Bank,	Cashier	New Orleans.
Lemcke, L.		Deceased	
Lemp, Louis F.	W. J. Lemp Brewing Co.,	Supt	Thirteenth and Cherokee.
Lemp, Wm. J., Jr.	W. J. Lemp Brewing Co.,	V-Pres't.	Thirteenth and Cherokee.
Lemp, Carl A.	W. J. Lemp Brewing Co.,	Treas	Thirteenth and Cherokee.
Lemp, Edwin A.	Lemp Brewing Co.		3401 S. Thirteenth st.
Leonhardt, R. H.	Saxony Mills,	Flour	312 Lombard st.
Lepp, Henry		Flour Mill	DeSoto, Mo.
Levy, Falk		Mdse. Broker	1012 Lucas ave.
Lewis, Arnold C.	Kehlor Flour Mills Co.,		401 Cham. of Com.
Lewis, George H.	Lawrenceburg Roller	Mills Co.	Lawrenceburg, Ind.
Lewis, J. R.			34 Gay Bldg.
Lewis, Chas. E.	Chas. E. Lewis & Co.,	Brokers	Minneapolis, Minn.
Liermann, John C.		Feed	3228 S. Thirteenth st.
Lightner, Frank			1408 Union boulevard.
Lindman, Oscar F.		Grain Com.	53 B. of T. Chicago.
Lindsay, John W.	B. & O. S.-W. R. R.,	G. F. A.	Sixth and Olive sts.
Lindsay, W. C.	L. H. & St. L. Ry.,	Gen'l Agent	206 N. Broadway.
Lippelt, G. H.	G. H. Lippelt & Co.,	Dry Goods	501 Fullerton Bldg.
Liquin, K. K.	Clinton Grain Co.		Clinton, Iowa.
Litchfield, Parker H.	The Modern Miller	Co.	30 Gay Bldg.
Little, Wm. C.	Little & Hays Inv. Co.,		303 N. Fourth st.
Little, H. J.	Little & Hays Inv. Co.,		303 N. Fourth st.
Lockwood, James Y.			915 Security Bldg.
Loeb, C. M.	American Metal Co., Limited,		818 Security Building.
Logan, Theron	Logan & Bryan,	Commission	Chicago, Ill.
Logeman, C. A.	F. H. Logeman Chair Co.		2000 N. Main st.
Lohmann, Wm. H.		Hay and Grain	614 Ann ave.
Lonergan, T. J.	T. J. Lonergan & Co.		508 Cham. of Com.
Lord, John K., Jr.	R. G. Dun & Co.		314 Pine st.
Lorenz, Henry		Farmer	Lithium, Mo.
Lothman, Wm.	Lothman Cypress Co.		Levee and Angelica st.
Louderman, John H.			510 Pine st.
Louderman, Jno. H., Jr.			510 Pine st.
Louderman, Henry B.			510 Pine st.
Louderman, H. B., Jr.	Swift & Co.,	Packers	Nat'l. Stock Yards, Ill.
Love, John E.	Love & Sons,	Real Estate	802 Chestnut st.
Love, Sidney C.	Sidney C. Love & Co.,	Grain, etc.	207 Cham. Com.
Lucas, James R.	J. R. Lucas & Co.,		45 Gay Building.
Lucas, John B. C.		Real Estate	709 Chestnut st.
Ludington, Elliot K.	H. & L. Chase Bag	Co.	18 N. Main st.
Ludington, F. H.	H. & L. Chase Bag Co.,		18 N. Main st.
Luehrmann, Aug. F. W.	Luehrmann Bros.	Hay & Grain Co, Com.	2300 N. 2nd st.
Lueking, A. C.		Drayman	8th and Washington ave.
Lueking, H. A.			1404 Mullanphy st.
Lumaghi, Joseph D.	Lumaghi Coal Co.		411 Olive st.
Lungstras, Eugene		Deceased	
Lusk, Isaac P.	Diamond Jo Line,	Steamboat Agt.	Foot of Wash'n ave.
Luth, Fred L.	Columbia Biscuit Co.		Fourteenth and Papin sts.
Lyle, Hugh Ranken	Miss. Val. Trust Co.	Ass't Sec'y	Fourth and Pine sts.
Lyons, W. L.	Goldsmith, Wolf & Lyons,	Brokers	Louisville, Ky.

Name.	Firm.	Business.	Location.
Mack, Henry W.	Connor Bros. & Co.	Commission	48 Gay Building.
Mackey, John.	J. R. Lucas & Co.		45 Gay Bldg.
Macy, E. F.	Mound City Ice & Cold Stor. Co., Sec'y & Treas.		3015 N. Broadway.
Mamitt, Wm. C.			Security Building.
Magee, J. B.	Redman, Magee & Co.	Grain	Cairo, Ill.
Maginn, James P.		Lawyer	421 Olive st.
Maguire Chas. J.	Maguire Coal Co.		411 Olive st.
Maguire, Louis T.	Oriel Glass Co.		617 Chestnut st.
Manewal, L. A.	Manewal-Lange Biscuit Co.		Fifteenth and Clark ave.
Mann, T. L.	H. Griesedieck & Co.	Malsters	1134 S. Twelfth st.
Mansur, C. W.	John Deere Plow Co.		Tenth and Spruce sts.
Marbes, C.	Eau Claire-St. Louis	Lumb. Co.	2505 S. Broadway.
Maroy, Geo. E.	Armour Grain Co.		205 La Salle st., Chicago.
Markham, G. D.	W. H. Markham & Son,	Insurance	306 Century Bldg.
Markle, C. N.	Markle Lead Works,		Granite City, Ill.
Marks, David A.	Stobie Cereal Mills,	Macaroni & Verm.	711 N. Second st.
Marks, John J.	Stobie Cereal Mills,		711 N. Second st.
Marquis, P. S.	S. E. Barrett Mfg. Co.,	Gravel Roofing	1101 Fullerton Bldg.
Marshall, Ben F.	Ben F. Marshall & Co.,	Grain	Blodgett, Mo.
Marshall, F. E.	Nat'l Bank of Commerce,		Broadway and Olive st.
Marshall, J. D.	Keyes-Marshall Bro. Livery Co.		1005 N. Grand ave.
Marshall, S. T.	Calumet Grain Com. Co.		69 Gay Bldg.
Marshall, W. J.	Pringle, Fitch & Rankin		311 Cham. Com.
Marten, Lewis F.		Grain and Flour	St. Charles, Mo.
Martin, C. T.	Thos. Akin Co.		203 Cham. of Com.
Martin, Geo. C., Jr.	Goffe & Carkener,	Com'n	514 Cham. Com.
Martin, M., Jr.	Jos. Glaser & Co.		317 Olive st.
Martin, Thos. King	G. L. Graham & Co.		301 Cham. Com.
Martin, Thos. L.	Sherry-Bacon Grain Co.		213 Cham. Com.
Mason, Geo. M.	Traders Despatch,		505 Houser Bldg.
Mason, Isaac M.	Franklin Lead Co.		507 Commercial Bldg.
Massengale, John E.	St. Louis & Tenn. Riv.	Pack. Co., Sec.	Foot of Pine st.
Matthews, Geo. T.	Geo. T. Matthews &	Co., Oils, etc.	306 N. Fourth st.
Maune, Aug.	Aug. Maune R. E. & F. Co.,	Real Estate	2502 Hebert st.
Mayer, Fred.	Mayer F. & J. Co.,	Fertilizers	5252 N. Bulwer ave.
Maynard, J. F.	Ice Machines,		116 Geyer ave.
Meek, A. J.	Meek Milling Co.,	Millers	Marissa, Ill.
Meek, William E.	Meek Milling Co.		Marissa, Ill.
Meggins, L. M.	Red Line,	Agent	Fourth and Chestnut str.
Meier, Theo. G.	Heine Safety Boiler Co.		707 Commonwealth Trust Bldg.
Meier, Louis J.	Brockmeier & Co.,	Commission	523 N. Second st.
Mephram, Geo. S.	G. S. Mephram & Co.	Colors, etc.	20th and Lynch sts.
Merrell, H. S.	J. S. Merrell Drug Co.		Fourth and Market sts.
Merriam, Nathan	Merriam-Holmquest	Co., Grain	Omaha, Neb.
Mertz, Jacob W.			Webster Groves, Mo.
Messmore, John L.	Ballard, Messmore &	Co., Commission	520 Cham. of Com.
Meyer, Adolph A.	Meyer Supply Co.,	Brewers' Supplies	23 S. Main st.
Meyer, Edwin J.	Wash'n Mut. Fire	Ins. Co.	421 Olive st.
Meyer, Ferd P.	John F. Meyer & Sons,	Miller	174 Laclède Building.
Meyer, George F.	St. Louis Cooperage Co.	Treasurer	Main and Arsenal sts.
Meyer, John P.	John P. Meyer & Co.,	Brokers	411 Olive st.
Meyer, C. H.	Meyer Bros. Hay & Grain Co.,	Hay and Grain	1109 Cass ave.
Meyer, Theo. F.	Meyer Bros. Drug Co.,	Druggists	Fourth st. & Clark ave.
Meyer, F. Heinrich	Brinckmeyer-Meyer	Hay & Grain Co.	1109 N. Broadway.
Meyer, John F.	John F. Meyer & Son,	Millers	174 Laclède Building.
Meyer, Peter H.	Peter H. Meyer & Son,	Feed	1308 N. Ninth st.
Meyer, Chas. W.	St. Louis Brewing	Ass'n	1724 Lafayette ave.
Meyer, Wm. A.			
Michael, Martin			
Michaelis, Ernst		Stocks and Bonds	304 N. Fourth st.
Midlam, W. T.	Empire Line,		Fourth and Chestnut sts.
Miller, Aug.	Miller Grain & Elevator Co.,		68 Gay Bldg.
Miller, S. B.			Oswego, Kan.
Miller, W. A.	W. A. Miller & Co.,	Feed	1417 N. Broadway
Miller, W. J.	Miller & Wilkes,	Grain	Nashville, Tenn.

MERCHANTS' EXCHANGE OF ST. LOUIS.

1

Name.	Firm.	Business.	Location.
Milleson, C. D.	C. D. Milleson & Co.,	Hay and Grain....	East St. Louis, Ills.
Milliken, B. H.	Milliken-Helm	Commission Co.	322 Pine st.
Milliken, John T.	John T. Milliken & Co.,	Mfg. Chemists.....	316 Clark ave.
Miner, F. J.	Cella Com. Co.,	Broker.....	Fourth and Pine st.
Minor, Wm. H.	Minor-Powell & Co.		105 N. Third st.
Mitchell, W. R.		Broker	Jacksonville, Ill.
Mittler, John G.	John Wahl Com. Co.,	Commission.....	Main and Market sts.
Moerschel, Jacob.	Empire Brewing Co.		Sarah st. and Wabash tracks.
Moffett, L. A.	L. A. Moffett & Co.,	Real Estate.....	1001 Chestnut st.
Moffitt, Charles S.	Hubbard & Moffitt	Com. Co.....	322 Pine st.
Moffitt, N. L.	Hubbard & Moffitt	Com. Co.....	322 Pine st.
Mohlenbrock, Malto.	Mohlenbrock Milling	Co.....	Campbell Hill, Ill.
Monteith, Geo. F.			
Moore, Milton J.	Cory-Lanterman Asphalt Co.		17th & Walnut st., E. St. L.
Moore, J. Handy.	Miss. County Bank,		Charleston, Mo.
Morgan, Geo. H.	Merchants' Exchange,	Secretary.....	Merchants' Exchange.
Morgan, Arthur R.		Broker.....	81 Laclede Bldg.
Morris, F. I.	Southern Ry.,	Soliciting Agent....	100 N. Fourth st.
Morris, W. C.	Christy Fire Clay Co.		Morganford rd. and Gravois av.
Morrison, Chas.		Attorney.....	Waterloo, Ill.
Morrison, Thomas.	Morrison Tent & Awning Co.		115 Olive st.
Morrison, Robt. W.	R. W. Morrison Const. Co.,	Builders.....	113 N. Eighth st.
Morrison, Fred.	Morrison Bros.,	Live Stock, etc.....	Ramsey, Ills.
Morrissey, John F.	J. B. Buss Mills,		3325 Franklin ave.
Morrow, E. C.	E. C. Morrow & Bro.,	Tobacco.....	Clarksville, Tenn.
Morse, Samuel S.	Morse Bros.,	Commission.....	400 N. Second st.
Morton, Claude A.	Morton & Co.,	Commission.....	509 Cham. of Com.
Morton, Geo. W.	Geo. W. Morton & Co.,	Grain, etc.....	115 N. Third st.
Morton, T. B.	Morton & Co.,	Commission.....	509 Cham. of Com.
Moser, Leo.	Moser Hotel,	Hotel.....	809 Pine st.
Mudge, Geo.	D. R. Francis & Bro. Com. Co.		214 N. Fourth st.
Mueller, A.	A. Mueller & Co.		507 Cham. of Com.
Mueller, Henry.		Deceased	
Mueller, Theo.			6647 Alabama ave.
Mueller, William G.	Wm. G. Mueller	Produce Co....	2nd & Washington ave.
Mulcahey, Morris.		Teamster.....	7 N. Main st.
Mulcahy, Patrick.		Builder.....	201 Odd Fellows' Bldg.
Mulford, W.	W. Mulford & Co.,	Brokers.....	311 Pine st.
Mullally, Dan'l. S.	Langenberg Bros. & Co.,	Commission...417 Cham. of Com.	
Mullally, John.	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Martin J.	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Jno. D.	Ballard, Messmore & Co.,	Commission...507 Cham. of Com.	
Mullally, Joseph J.		Deceased.....	
Mumford, W. R.	W. R. Mumford Co.,	Com...145 E. Van Buren st., Chicago.	
Munday, C. B., Jr.	Munday-Settlemyre Co.,	Grain.....	Litchfield, Ills.
Munson, Tracy.	The N. K. Fairbanks Co.		Third and Convent sts.
Murdoch, Wm., Jr.	H. & L. Chase Bag Co.		18 N. Main st.
Murphy, Daniel J.	S. H. Woodbury & Co.,	Grain, etc.....	60 B. of T., Chicago.
Murphy, Jeremiah.		Pork Packer.....	2315 Morgan st.
Murphy, John J.	Jeremiah Murphy Pkg. Co.		2315 Morgan st.
Murphy, P. C.	P. C. Murphy Trunk Co.,	Trunks.....	504 N. Third st.
Murphy, J. L.		Grain.....	Pinckneyville, Ills.
Murphy, J. H.		Broker, Bonds and Stocks...	421 Olive st.
Murray, S. E.	Priebe Simater Co.		85 N. State st., Chicago.
Murrie, L. M.	Farmers Grain Co.		Metropolis, Ills.
Myers, E. M.	Meyers-Boyd Com. Co.		207 N. Main st.
Myerson, G. S.	St. Louis Dressed Beef Co.		3900 Papin st.
Mynders, Arnold H.	Rogers Salt Co.,	Salt.....	220 Pine st.
MacGinnitie, J. C.	C. H. Albers	Commission Co....	400 Cham. of Com.
McAllister, John.			5664 Von Versen ave.
McCaull, J. L.	The McCaull-Webster	Grain Co.....	Minneapolis, Minn.

MEMBERS OF THE

Name	Firm.	Business.	Location.
McChesney, W. S., Jr.	Terminal R. R. Assn., P. and G. M.		Union Station.
McClellan, C. W.	Eaton, McClellan & Co., Commission		19 N. Main st.
McClelland, Frank M.	Andrews & McClelland, Hay and Grain		4050 Easton ave.
McClellan, Frank P.	Eaton, McClellan & Co., Commission		19 N. Main st.
McClellan, J. S.	Eaton, McClellan & Co., Commission		19 N. Main st.
McClellan, Thos. G.	N., C. & St. L. Ry.		Bank of Commerce Bldg.
McCluney, John H.	State Nat'l Bk. of St. L., 2nd V.-P.		Fourth and Locust sts.
McClung, James	Vandalia Line, Contracting Agt.		802 Century Bldg.
McClure, C. E.	Lake Shore F. F. Line, Agent		400 Rialto Building.
McCoy, Wm. C.	W. D. Orthwein Grain Co.		303 Cham. of Com.
McCulloch, Robt	St. Louis Transit Co.		3869 Park ave.
McCully, Wm.			
McDonald, B. P.		Farmer.	Fort Scott, Kan.
McFarlin, M.	Missouri Grain Co.		Moberly, Mo.
McGeary, Lewis I.			14 Laclede Bldg.
McGeary, Brian G.	Banner Buggy Co.		912 S. Broadway.
McGee, H. J.	Union Elevator	Foreman.	E. St. Louis, Ill.
McGehee, Jas. Stewart	Burlington Elevator		64 Laclede Bldg.
McGrath, James F.	Cumberland Gap	Despatch, Agent.	206 N. Broadway.
McGrew, Geo. S.	Geo. D. Barnard & Co.,	Blank Books. Laclede & Vandeventer.	
McGroarty, Edw. J.	Brady & McGroarty,	Public Weighers.	Second and Tyler.
McKeen, M. M.	M. M. McKeen & Co.,	Butter and Cheese.	8 N. Second st.
McLain, J. T.	McLain-Alcorn Com. Co.		706 N. Third st.
McLemore, Thos. J.	Bemis Bros. Bag Co.		601 S. Fourth st.
McMahan, J. H.	J. H. McMahan & Co.,	Brokers.	201 N. Second st.
McManama, M. G.			2011 James st.
McMorrow, P. J.	A. Geisel Mfg. Co.		219 S. Second st.
McNair, L. G.	McNair, Harris & Jones,	President.	Eighth and Locust sts.
McNeiley, J. A.	J. A. McNeiley & Son,	Live Stock.	Foot of Bremen ave.
McPheeters, T. S.	McPheeters' Wareh. Co.		1100 N. Levee.
McReynolds, Geo. S.	McReynolds & Co.,	Grain.	314 Cham. of Com.
McSorley, B. J.		Broker.	111 Cham. of Com.
Nagel, Charles	Finkelburg, Nagel &	Kirby, Lawyer.	Security Bldg.
Nagle, Richard		Teamster.	205 Pine st.
Nanson, Joseph S.	Nanson Commission	Co.	202 Chamber of Commerce.
Napier, Robert C.	Hubbard & Moffitt	Commission Co.	322 Pine st.
Nasse, August		Wholesale Grocer.	209 N. Second st.
Neale, Charles T.	Edward Elsworth & Co.		The H. O. Co., Buffalo, N. Y.
Nedderhut, C. Otto			3003 Lafayette ave.
Neilson, H. W.	Campbell Paint & Glass Co.		Main and Gratiot sts.
Nelson, L. C. L.	C. Nelson & J. M. Nelson, Jr.		Bank of Commerce Bldg.
Nelson, J. M., Jr.	L. C. Nelson & J. M. Nelson, Jr.		Bank of Commerce Bldg.
Neuhoff, Hector		Lawyer.	52 Laclede Bldg.
Newell, James P.	Orthwein Inv. Co.,	Stocks & Grain.	Security Bldg.
Newell, Joseph T.	Carondelet Milling Co.,	Manager.	7020 S. Broadway.
Newman, W. E.	Teichman Com. Co.		62 Gay Bldg.
Nichols, R. M.		Lawyer.	421 Olive st.
Nicholls, Chas. C.	Nicholls-Ritter Realty	Co.	718 Chestnut st.
Nickerson, John	Nat'l Bk of Commerce,		2d V-Pres't. Broadway and Olive.
Nicolaus, Henry	Green Tree Brewery Co.,	Superintendent.	Ninth and Sidney.
Niedringhaus, Alex.	St. Louis Press Brick	Co.	Collins st. and Cass ave.
Niedringhaus, Thos. K.	Nat. Enam. & Stmp.	Co., Manufs.	2nd and Cass ave.
Niedringhaus, F. G.	Nat. Enam. & Stmp.	Co., Manufs.	2nd and Cass ave.
Niedringhaus, Wm. F.	Nat. Enam. & Stmp.	Co., Manufs.	2nd and Cass ave.
Niedringhaus, Geo. W.	Nat. Enam. & Stmp.	Co., Manufs.	2nd and Cass ave.
Niemann, G. A.	Kohl & Niemann,	Grocer.	Venice, Ill.
Niemeyer, Chas. L.	Schultz & Niemeyer,	Commission.	Levee and Madison sts.
Nobbe, Chas. H.	Nobbe Bros.	Grain.	Farmersville, Ill.
Nobbe, Fred.	Geo. Henseler Oil Co.		8 S. Main st.
Noble, John W.		Lawyer.	614 Rialto Building.

Name.	Firm.	Business.	Location.
Noel, Henry M.	Noel-Young Bond & Stock Co.,	Banker.....	804 N. Fourth st.
Nolan, W. T.	C. P. Burr & Co.,	Commission.....	324 Rialto Building.
Nolker, W. F.	Brinkworth & Nolker	Brew. Co.	Eighteenth st. and Cass ave.
Neonan, John J.	Jno. A. Warren & Co.,	Commission.....	416 Cham. Com.
Norris, Anthony H.	Miss. Valley Elev. &	Grain Co.	Foot Madison st.
Noyes, David A.	Finley, Barrell & Co.,	Commission.....	Chicago, Ill.
Noyes, Wm. A.		Insurance.....	946 Century Bldg.
Noyes, Wm. Hamilton	Noyes & Godman,	Com'n.....	167 Jackson boul., Chicago.
Nulsen, Freen B.	Allen Baker	Commission Co.	Gay Bldg.
Nurre, Frank.		Feed.....	1706 Cass ave.
Obert, Louis.	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
Obert, Louis, Jr.	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
O'Brien, John	John O'Brien Boiler	Works Co....	11th and Mullanphy sts.
Ocker, Henry W.		Insurance.....	1809A S. Fourteenth st.
O'Connor, P. J. J.	O'Connor & Co.,	Market Reporter.....	216 Market st.
O'Donnell, Hugh.	Napoleon Hill Cotton	Co.,...	116 S. Main st.
O'Donnell, John.	Jno. O'Donnell & Bro.,	Contractors.....	1912 Carr st.
O'Donnell, Patr'k.	Jno. O'Donnell & Bro.,	Contractors.....	5015 Raymond Place.
Oechsner, Frank J.		Commission.....	1014 N. Third st.
Oehler, Emil.	Ill. Hydraul. Press Brick Co.,	Gen. Mgr.....	Mo. Trust Building.
Oetgen, Fred.		Drayage.....	1456 Chambers st.
Olson, Frank G.	C. M. Fresch Grain	Co.....	412 Cham. Com.
O'Meara, Thos. F.			Cham. Com.
O'Neil, Joseph M.	A. O. Slaughter	Jr. & Co.....	209 Cham. of Com.
O'Reilly, Robert J.		Physician..	602 N. 17th st.
O'Rourke, Jno. J.	East St. Louis Grain	Elev. Co.....	322 Pine st.
Orr, Ed. S.			324 Rialto Bldg.
Orthwein, W. J.			52 Gay Bldg.
Orthwein, Chas. C.		Grain.....	Kansas City, Mo.
Orthwein, Ralph H.	Sempire Clock Co.,		Seventh and Hickory sts.
Orthwein, W. D.	W. D. Orthwein Grain	Co.....	303 Cham. of Com.
Orthwein, F. C.	W. D. Orthwein Grain	Co.....	303 Cham. of Com.
Orthwein, Edgar T.	W. D. Orthwein Grain	Co.....	303 Cham. of Com.
Orthwein, Max R.	Sempire Clock Co.,		Seventh and Hickory sts.
Orthwein, W. E.	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Orvis, Frank E.	Orthwein Investment	Co.....	Security Bldg.
Orvis, Otto A.	The Orvis Grain Co.,		520 Cham. of Com.
Ostermayer, Philip			4419 Washington ave.
Ostermayer, Geo.			8024 N. Broadway.
O'Toole, Wm.	John Mullally Com. Co.,		405 Cham. of Com.
Overstolz, Herman.		Foreign Banker....	106 N. Broadway.
Owings, Zebulon P.	O'Connor & Co.,	Market Reporter.....	216 Market st.
Pace, Robert F.			Mt. Vernon, Ill.
Paddock, Gaius.	Paddock-Hawley	Iron Co..	Tenth and Spruce sts.
Panhorst, J. C.			203 Cham. Com.
Papendick, Fredk. C.	F. C. Papendick	& Co., Commission....	707 N. Third st.
Parkhurst, W. A. S.	The N. K. Fairbank	Co.....	1114 S. Third st.
Parrott, Gilbert E.	Parrott, Day Co.,	Commission.....	407 Cham. Com.
Parrott, James D.	Parrott, Day Co.,	Commission.....	407 Cham. Com.
Pasquier, A. G.	Cunningham Bros.,	Insurance.....	Tenth and Locust sts.
Parsons, Charles.	State Nat'l Bk. of St. L.,	President.....	Fourth and Locust sts.
Paule, Edwin J.	D. Paule Mercantile Co.		7700 Ivory ave.
Paule, Herman		Feed.....	117 Blow st.

Name.	Firm.	Business.	Location.
Pease, Geo. A.	Dayton-Pease Co.	Grain	117 Cham. of Com.
Pechmann, Julius	Pechmann Bros.	Catering Co., Confectioners.	4291 Olive st.
Peck, Charles L.	N. Y. Life Ins. Co.,	Agent.	708 Bank of Commerce Bldg.
Peck, Edward P.	Omaha Elevator Co.		228 Bee Bldg., Omaha, Neb.
Peck, Stephen	Stephen Peck & Bro.		228 Lincoln Trust Bldg.
Peckham, O. H.	National Candy Co.		306 Granite Bldg.
Pendleton, R. J.	McReynolds & Co.	Elevator.	314 Cham. of Com.
Pendleton, Jerome B.	Bartlett Com. Co.		505 Cham. Com.
Penny, Joseph L.	Terminal R. R. Assn.,	Com'l Agent.	120 Rialto Bldg.
Peper, F. C.	Christian Peper	Tobacco Co.	721 N. First st.
Peters, F. W.	Peters Dry Goods Co.		2604 N. Fourteenth st.
Petersen, Julius	Jul. Petersen Com. Co.		709 Carroll st.
Petersen, Julius, Jr.	Julius Petersen Com. Co.		709 Carroll st.
Petri, T. F.	Thos. Akin,	Com.	203 Cham. of Com.
Petri, Arthur C.			211 Cham. of Com.
Petring, Geo. H.	Henry Petring Groc. Co.,	Wholesale Grocers	721 Spruce st.
Pettit, James	Peavey Grain Co.		79 Board of Trade, Chicago.
Peugnet, Ernest	Peugnet & Hemenway,	Insurance Agent.	902 Century Bldg.
Pfeffer, E. S.	Pfeffer Milling Co.		Lebanon, Ill.
Phillips, R. F.	R. F. Phillips & Co.,	Cotton Brokers.	105 Walnut st.
Picher, O. H.	Picher Lead Co.		Joplin, Mo.
Picher, W. H.	Picher Lead Co.		Joplin, Mo.
Picker, Erich	Picker & Beardsley,	Commission.	118 N. Main st.
Pickel, W.	Pickel Marble & Granite Co.		1901 N. Broadway.
Pierce, H. C.			25 Broad st., N. Y.
Pindell, Wm. H.	Pindell Bros. & Co.,	Millers.	Hannibal, Mo.
Pingree, Samuel S.	F. C. Taylor & Co.,	Commission	Main & Walnut sts.
Pittman, Trabue		Broker	118 N. Third st.
Plant, Alfred	Plant Seed Co.	Seeds.	314 N. Fourth st.
Plant, F. S.	Plant Seed Co.	Seeds.	314 N. Fourth st.
Plant, George H.	Geo. P. Plant Mill Co.	President.	502 Chamber of Com.
Plant, Samuel	Geo. P. Plant Mill Co.		502 Chamber of Commerce.
Platt, Henry S. Jr.	Platt & Thornburg	Paint Co.	320 Franklin ave.
Platt, P. C.	Platt & Thornburgh Paint Co.		Seventh and Franklin ave.
Poland, A. A.	Ontario Despatch.	Agent.	100 1/4 N. Fourth st.
Pollock, W. W.	Wm. Pollock Milling & Elevator Co.		Mexico, Mo.
Pomeroy, E. A.			4210A Morgan st.
Pommer, Robert	D. I. Bushnell & Co.,		109 N. Second st.
Pope, Edmund O.	Lincoln Mercantile Co.		312 N. Eighth st.
Pope, Wm. S.		Lawyer.	3625 Lindell ave.
Pope, John J.	Siemers & Chisholm,		300 Chamber of Commerce.
Pope, J. William	Coffee, Tea and	Spice Importer.	206 N. Second st.
Porteous, W. M.	Can. Pac. Despatch,	Agent.	125 Chamber of Commerce.
Porter, John C.			25 Laclede Building.
Post, Lewis W.	Blackmer & Post Sewer	Pipe Co.	Wainwright Bldg.
Postel, Julius	Postel Milling Co.,		Mascoutah, Ill.
Postel, George	P. H. Postel Mill. Co.,		Mascoutah, Ill.
Potter, Henry S.	St. Louis Steel Barge Co.,		710 Rialto Bldg.
Powell, George F.	Connor Bros. & Co.,	Commission.	Gay Building.
Powell, Willis J.	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc.	325 N. 2nd st.
Powell, Willis J., Jr.			3108 Morgan st.
Powell, W. W.	Minor, Powell & Co.,		105 N. Third st.
Powers, Wm. F.	Geo. P. Plant Mill Co.,		Main st. and Chouteau ave.
Prante, C. F.	Prante & Meyer,	Hay and Grain.	214 Lesperence st.
Price, E.		Farmer	Versailles, Mo.
Price, J. Boyle	St. Louis Transit Co.		3869 Park ave.
Price, Thos. E.	T. E. Price & Co.,	Commission.	111 N. Third st.
Price, Burtis	Price Commission Co.	Commission	200 N. Third st.
Priesmeyer, W. H.		Salt.	1003 Carr st.
Pringle, Robert	Pringle, Fitch & Rankin	Commission.	1 Bd. of Trade, Chicago.
Priwer, Leon	Hay and Grain		1501 Missouri ave., E. St. Louis.
Prough, Peter	D. Prough & Son,	Feed.	Kirkwood, Mo.
Prunty Chas. E.		Grain and Grass Seed.	9 S. Main st.
Puff, Fred	Brosseau & Co.		105 N. Third st.
Purcell, Henry Harrison	Am. Ref. Transit Co.		406 Century Bldg.
Putnam, Lyman W.	Terminal R. R. Assn.		120 Rialto Building.

Name.	Firm.	Business.	Location.
Quesnel, Chas. J.	Chris. Sharp Com. Co.,		202 N. Main st.
Quinlivan, Sol. J.	Sol. J. Quinlivan & Sons,	Grain and Produce	4469 W. Belle Pl.
Quinlivan, Jno. R.	Jas. F. Quinlivan & Bro.		800 S. Theresa ave.
Quinette, Oliver.	Sam'l Cupples	Woodenware Co.	7th & Spruce sts.
Rae, Wm. J.	Jno. E. Hall Com. Co.		418 Chamber of Commerce
Railsbach, G. J.	Railsbach & Bro.,	Grain	Ashland, Neb.
Ramsay, W. A.	Independent Stock Yds.,	Secretary	Hall st. and Bremen ave.
Randall, Blanchard.	Gill & Fisher,	Grain	Baltimore, Md.
Ranken, Robert		Real Estate	1516 Locust st.
Rassieur, Leo	Rassieur & Rassieur,	Attorney	406 Market st.
Rauh, Chas. H.	Rice, Stix & Co.,	Dry Goods	10th st. & Washington av.
Rawdon, Chas.	W. D. Orthwein Grain Co.		303 Cham. Com.
Rawlings, E. W.	Alzheimer & Rawlings,	Bonds and Stocks	215 N. Fourth st.
Reardon, James A.			
Rearick, Thad. C.	Bemis Bros. Bag Co.		Fourth and Poplar sts.
Reardon, Jno. J.	Noonan Real Estate Co		704 Chestnut st.
Reber, H. Linton	Kinloch Telephone Co.,	Secretary	Century Bldg.
Rebstock, Charles	Chas. Rebstock & Co.,	Wholesale Liquors	200 S. Main st.
Recker, Henry L.			3328 California ave.
Redemeyer, W. H. Jr.	Redemeyer Com. Co.		1107 N. Third st.
Rehbein, Albert A.	H. A. Rehbein & Co.,	Commission	105 N. Main st.
Reichert, W. J.	Reichert Milling Co.		Freeburg, Ill.
Reller, August F.	A. F. Reller & Son,	Groceries and Feed	3259 N. Broadw'y
Reynolds, Alfred C.		R. R. Supplies	510 Houser Bldg.
Rice, E. P.	Andrews, Rice & Co.,	Real Estate	919 Chestnut st.
Richardson, Arthur P.	Richardson Grain Co.		52 Gay Building.
Richardson, R. D.	Richardson & Co.,	Grain	37 Bd. of Trade, Chicago.
Richmond, Manley G.	Shaw & Richmond	Produce Co.	829 N. Third st.
Riederer, John, Jr.	Slater Mill & Elevator Co.		Slater, Mo.
Ring, John		Provision Broker	106 Gay Building.
Ring, John, Jr.	McKinney Bread Co.,	Treas.	Jefferson ave. and Carr st.
Rippe, Charles	Chas. Rippe Tent & Duck Co.		19 S. Fourth st.
Rippin, Chas.	Seaboard Air Line Ry.,	Com'l Agent	194 Laclede Bldg.
Robbins, James Monroe		Farmer	New Madrid, Mo.
Robinson, Francis Lee	Mo. Forage Supply Co.		426 S. Theresa ave.
Robinson, Geo.	Eggers Milling Co.		e. Eighth st. and Clark ave.
Robinson, Geo. R., Jr.	Ralston Purina Co.,	Milling	8th and Gratiot sts.
Robyn, Paul	Roeslein & Robyn,	Insurance	801 Century Bldg.
Roeder, Fred'k J.			1016 N. Third st.
Roeder, Charles	Chas. Roeder & Co.,	Butter and Cheese	821 N. Third st.
Roederer, E. L.	C., C., C. & St. L. Ry.,	Gen'l Agent	Rialto Building.
Roemheld, Wm.			1131 Morrison ave.
Roennigke, Fred	Thyson Commission Co.		105 Chamber of Commerce.
Roever, John C.	Jno. C. Roever & Co.,	Feed	4101 Natural Bridge Road.
Rogers, Albert Jackson	Rogers Elevator Co.		Foot of Bremen ave.
Rooke, Wm. A.	Logan & Bryan,	Broker	210 Chamber of Commerce.
Roos, Sol.	American Metal Co., Limited.		318 Security Building.
Rose, Hugh C.		Broker	307 Pine st.
Roos, Louis W.	Great Western	Feed Co.	818 Manchester ave.
Rosenberg, G.			315 Olive st.
Ross, Jacob	Mound City Distilling Co.		2116 S. Second st.
Roth, J. D.	Inter Merc. Marine Co.,	Freight Agent	Century Bldg.
Rotty, E. J.	E. J. Rotty & Co.,	Feed	Seventh st. and Russell ave.
Rountree, M. E.	Rountree Construction Co.		1016 Chemical Bldg.
Rowe, B. J.	Illinois Central R. R.,	Commercial Agt.	308 N. Broadway.
Rowell, Clinton		Lawyer	814 Rialto Building.
Rubins, Charles Curtis	Rubins Bros. Com.		Produce Ex., New York
Rump, Aug.	Merchants' Exchange	Flour Inspector	4 N. Second st.
Rump, Herman A. Von	Marshall Milling & Elevator Co.		Marshall, Mo.

Name.	Firm.	Business.	Location.
Rumsey, Israel P.	Rumsey & Co.,	Com.	79 Bd. of Trade Chicago.
Rumsey, Moses.	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Runyan, Van L.	Fourth National Bank,	Asst. Cashier.	222 N. Fourth st.
Ruprecht, Jos.	Ruprecht & Borgmeyer,	Exp. and Mess.	218 Morgan st.
Ruprecht, W.	W. & F. Ruprecht,	Gen'l Contractors	6781 S. Broadway
Ruxton, Robert.	Ruxton & Co.,	Grain.	Miami, Mo.
Ryan, M. J.			419 Commercial Bldg.
Ryan, John F.			Century Bldg.
Ryan, Frank K.		Lawyer	506 Olive st.
Ryan, Wm. H.	Gallaher, Limited,	Leaf Tobacco.	Henderson, Ky.
Ryan, Wm. F.			111 Chamber of Commerce.
Ryrie, J. M.			Alton, Ill.

Saeger, Wm.	Palm St. Elev. & Feed W. H. Co.,	Feed Store.	2919 N. Broadway.
Sale, S. B.			2610 Park ave.
Samuel, Aderton.	W. D. Orthwein Grain Co.		308 Cham. of Com.
Samuel, Web. M.			3407 Washington ave.
Samuel, Ed. M.	Adams & Samuel,	Com.	100 Rialto Bldg., Chicago.
Samuel, Wm. P.		Ass't City Treasurer.	City Hall.
Sander, Enno.	Enno Sander Mineral	Water Co.	2801 Lawton ave.
Sander, Albert E.		Grocer and Feed.	3773 S. Broadway.
Sands, James T.			510 Pine st.
Sanford, J. W.		Broker.	Cham. of Com.
Sartorius, Henry	Sartorius Prov. Co.		2784 Arsenal st.
Sauer, Nicholas.	Sauer Milling Co.		Evansville, Ill.
Sauer, Philip E.	Sauer Milling Co.		Evansville, Ill.
Saunders, Lancelot.	P. Saunders,	Broker.	204 N. Third st.
Saunders, Parker.		Broker.	Gay Building.
Sayers, Geo. N.		Broker.	116 N. Fourth st.
Sayers, Henry	Henry Sayers & Co.		410 Cham. Com.
Saylor, H. N.	H. N. Saylor Cooperage Co.,	Staves and Heading.	107 S. 16th st.
Schaaf, Edward.	St. Marys Mill Co.		St. Marys, Mo.
Schaeffer, Geo.	Schaeffer Bros. & Powell,	Soap and Candles.	325 N. Second st.
Schaeffer, Jacob.	Schaeffer Bros. & Powell,	Soap and Candles.	325 N. Second st.
Scharff, Adolph.	L. & A. Scharff,	Liquors	Fourth and Elm sts.
Scharff, Edward E.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, L.	L. & A. Scharff,	Liquor.	Fourth and Elm sts.
Scharff, Nicholas.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, Sidney N.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharringhausen, W. C.	Fred. Diekmann	Feed Co., Feed.	2318 S. Broadway.
Schawacker, C.		Livery.	414 S. Third st.
Scheitlin, Chas.	Scheitlin & Hoffman,		820 N. Third st.
Schenkel, Henry	John G. Haas Soap Co.,	Soap Manufactory,	5020 Benedict ave.
Schlaefly, F.	Aviston Milling Co.		Aviston, Illa.
Schlooke, Henry F.		Groceries and Feed.	3803 Easton ave.
Schlueter, Fritz.		Teamster.	816 Montgomery st.
Schmidt, O. M.			1211 Morrison ave.
Schmidt, E. H.			301 Granite Bldg.
Schmitt, Henry			Harrisonville, Mo.
Schnell, J. R.			119 N. Main st.
Schoen, Isaac A.			1440 N. Main st.
Schoenhard, Louis P.	Charter Oak Stove	& Range Co.,	Columbia, Ill.
Schoening, Edw. F.	Columbia Star Milling	Co.,	2nd & Chestnut.
Schollmeyer, Christian.	Hassendeubel Bro.,	& Co., Commission	721 N. Third st.
Schopp, Jacob.			Third and Wash st.
Schopp, Conrad.	Conrad Schopp Fruit Co.	Commission.	118 Vine st.
Schoppe, Henry C.	H. C. Schoppe & Son,	Grain Co.	118 N. Fourth st.
Schreiner, Chas. A.	Schreiner-Flack	Grain Co.	118 N. Fourth st.
Schreiner, Francis L.	Schreiner-Flack	Grain Co., Commission	118 N. Fourth st.
Schreiner, Jacob.	Schreiner-Flack Grain		

Name.	Firm.	Business.	Location.
Schulte, Henry E.....	G. J. Schulte & Co.,	Commission.....	506 Cham. of Com.
Schulte, John J.....	Geo. J. Schulte & Co.,	Commission.....	506 Cham. of Com.
Schultz, Henry.....	Schultz & Niemeyer,	Commission..	Levee and Madison sts.
Schultz, Chas. O.....			52 Gay Bldg.
Schulz, Henry.....	Schulz Bros.,	Hay and Grain..	Webster Groves, Mo.
Schulz, John, Jr.....	Schulz Bros.,	Feed.....	6585 Manchester ave.
Schultz, John.....	Schultz, Baujan & Co.,	Millers	Beardstown, Ill.
Schulz, Otto J.....	Zelle Bros. P. & C. Co.,		702 N. Third st.
Schurmann, Henry	Hanover-Star	Milling Co	Germantown, Ill.
Schwaebe, E. F. W....	W. J. Lemp Brewing	Co.....	8401 S. Thirteenth st.
Schweickardt, Chas.....		Caterer.....	Forest Park.
Schwidde Henry		Feed.....	2515 N. Fourteenth st.
Scott, Robt. E.....		Broker.....	111 N. Third st.
Scott, W. S.....	Mo. and Ill. Coal Co.		805 Mermod-Jaccard Bldg.
Scotten, Samuel C.....	J. F. Harris & Co.,	Commission...	Bd. of Trade, Chicago
Scruggs, C. O.....			3617 Olive st.
Scruggs, R. M.....		Deceased	
Scudder, Charles.....			3524 Washington ave.
Scudder, John A.....			604 Security Building.
Scullin, John.....			818 Security Building.
Sears, W. H.....	Nathan Cole Inv. Co.,	Sec'y....	722 Mermod & Jaccard Bldg.
Sears, Gilbert.....	Advance Elevator,	Superintendent...	400 Cham. of Com.
Seaver, James E.....	Midland Elevator Co.		Kansas City, Mo.
Seaverns, Geo. A., Jr.....	Alton Grain Co.		187 Rialto Bldg., Chicago.
Sebastian, Henry W....	Miss. Val. Elev. &	Grain Co.....	Madison st. and Levee.
Seele, F. W.....	P. P. Williams Grain Co.,	Commission.....	408 Cham. of Com.
Seele, W. C.....	P. P. Williams	Grain Co.....	408 Cham. of Com.
Sehlinger, Anton.....	Sehlinger Grain Co.,		Belleville, Ill.
Sellner, A. C.....	Steinwender & Sellner,	Liquors.....	117 S. Broadway.
Senter, Charles Parsons.....	Senter Com.	Co.....	25 S. Third st.
Sessinghaus, T. W.....	Union Refrigerator	Transit Co.....	453 Century Bldg.
Sessinghaus, Wm.....			2924 St. Vincent ave.
Sexton, Henry D....	Southern Illinois Nat'l	Bank, President...	East St. Louis, Ills.
Seybt, Charles H....	Highland Milling Co.,		121 Laclède Bldg.
Shapleigh, A. L....	Norvell-Shapleigh Hardware Co.....		4th & Washington ave.
Sharp, James.....		Provision.....	4573 Page ave.
Shaw, James W.....	Jno. E. Hall Com. Co.		418 Cham. Com.
Shea, Thos. F.....	Plant System		206 Houser Bldg.
Sherry, Josiah E....	Sherry-Bacon Grain Co.		218 Cham. of Com.
Sherwood, Adiel.....		Attorney.....	Laclède Bldg.
Shields, George H.....		Lawyer.....	616 Rialto Building.
Shirmer, Philip F.....			3855 Delmar ave.
Shofner, Jno. C.....	Neil & Shofner	Grain Co.....	Nashville, Tenn.
Sickel, John T.....	Sickel, Roberts & Co.,	Com'n....	234 LaSalle st., Chicago, Ill.
Siegel, Emil.....			Belleville, Ill.
Siemers, Geo. F.....	Siemers & Chisholm,	Commission.....	300 Cham. of Com.
Sieving, C. H.....			3611 Ohio ave.
Simon, Chas. G....	Great Western Feed Co.		818 Manchester ave.
Simmons, E. C....	Simmons Hardware Co.,		Ninth and Spruce sts.
Simmons, Wayne G.....			949 Belt ave.
Sinclair, Ed. W.....		Broker.....	108 1/4 N. Eighth st.
Singer, Richard.....	Kohn & Co.,	Brokers.....	Security Building.
Sinn, Christopher F.....	Fulton Bag &	Burlap Co	612 N. Seventh st.
Skidmore, T. J.....	Erie Despatch,	Agt.....	102 N. Fourth st.
Skrainka, Fred.....			West End Hotel.
Slack, B. L..	Brinson-Waggoner Grain Co.,	Treasurer.....	208 Cham. Com.
Slade, Chas.....		Real Estate.....	Brunswick, Mo.
Slaughter, Henry B..	A. O. Slaughter, Jr. &	Co., Brokers..	189 Monroe st., Chicago
Slaughter, John B.....		Insurance.....	Century Bldg.
Sloan, William P.....		Banker.....	McLeansboro, Ills.
Smith, A. J.....		Bookkeeper.....	411 Cham. Com.
Smith, C. A.....	Cochrane Grain Co.		108 Gay Bldg.
Smith, Chas. Hamlin....	Ry. Mail Service,		4544 Morgan st.
Smith, S. Jenks		Broker.....	Cham. of Com.
Smith, Alex. H.....			411 Cham. of Com.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Smith, John Van.....	Merchants' Dispatch	Trans. Co., Agent	Laclede Bldg.
Smith, F. W.....	F. W. Smith Grain Co.,		411 Cham. of Com.
Smith, J. Allen.....	J. Allen Smith & Co.,	Millers	Knoxville, Tenn
Smith, J. V.....	Smith, Vincent & Co.,	Commission	72 Gay Bldg.
Smith, Wm. J.....	Geo. P. Plant Milling Co.,	Millers	502 Cham. of Com.
Smith, Daniel E.....		Deceased	
Smith, Chas. H.....	St. L. & N. A. R. R. Co.		421 Olive st.
Smith, Breedlove.....	The Benton		9th and Pine.
Smith, C. B.....	R. G. Dun & Co.,	Mercantile Agency	Cham. of Com.
Smith, James A. Jr.....		Coal & Feed	Grand & Easton ayes.
Smith, C. W.....	Smith, Vincent & Co.,	Commission	72 Gay Building.
Smith, Robt. E.....	D. E. Smith & Co.,	Commission	114 N. Fourth st.
Smith, Wm. E.....	Plant Seed Co.		814 N. Fourth st.
Smithers, John A.....	Smithers & Co.,	Undertakers	1415 Olive st.
Smithers, M. L.....	Smithers & White,	Hay and Grain	3015 Olive st.
Snow, Lewis E.....	Delafield & Snow,	Insurance	850 Century Bldg.
Snow, Robt. B.....		Real Estate	720 Chestnut st.
Snow, W. E.....	The N. K. Fairbank Co.,		Third and Convent sts.
Sotier, A. A.....	Alton Packing Co.		Alton, Ill.
Sparks, H. J.....	Gus V. Brecht B. S. Co.,		Twelfth st. and Cass ave.
Sparks, Hosea B.....	Sparks Milling Co.		Alton, Ill.
Sparks, Charles F.....	Sparks Milling Co.		Alton, Ill.
Sparks, Chas.....	Norvell-Shapleigh Hdw.	Co.	Fourth st. and Washington ave.
Sparks, Wesley D.....	Sparks Milling Co.		Alton, Ill.
Spelbrink, Louis.....		Livery Stable	1321 Franklin ave.
Spencer, Corwin H.....	C. H. Spencer & Co.,	Com.	401 Bank of Commerce Bldg.
Spencer, Harlow B.....	C. H. Spencer & Co.,	Com.	401 Bank of Commerce Bldg.
Spieler, George.....		Malster	1542 S. Seventh st.
Sprague, R. C.....			206 N. Eighth st.
Stahl, F.....		Teamster	2414 Menard st.
Stanard, E. O.....	E. O. Stanard Milling Co.,	President	420 Cham. of Com.
Stanard, W. K.....	E. O. Stanard Milling Co.,	Vice-President	420 Cham. of Com.
Stanley, Henry.....		Mill Furnishings Co.	919 N. 2nd st.
Stanton, Chas. W.....			Mobile, Ala.
Starr, E. E.....	Fairbanks, Morse & Co.,	Scales, etc.	Eighth and Clark ave.
Steele, Joseph W.....	Jos. W. Steele & Co.,	Printers	18 N. Third st.
Stegall, J. N.....	Allen West Com. Co.,	Commission	104 S. Main st.
Steigers, D. H.....	St. Louis Hide and	Tallow Co.	6145 N. Second st.
Steinmesch, Henry.....	Stemesch F. & P. S. Co.		305 Market st.
Steinwender, Herman A.....	H. A. Steinwender & Co.		618 N. Seventh st.
Steinwender, G. A.....	Steinwender & Sellner.	Whiskies	117 S. Broadway.
Stephens, Jefferson.....		Grain	Hotel St. Louis.
Stephens, W. Speed.....	Central Nat'l Bank,	Cashier	Boonville, Mo.
Stephens, Philip A.....	Brinson-Waggoner	Grain Co.	208 Cham. of Com.
Stevener, John.....			1927 Madison st.
Stewart, A. W.....	A. W. Stewart & Co.,	Commission	1900 N. Main st.
Stewart, A. C.....	Stewart, Cunningham &	Elliott, Lawyers	Rialto Bldg.
Stewart, Frantz E.....	Mechanics' National	Bank	Broadway and Locust st.
Stickney, W. Arthur.....	A. G. Edwards & Son	Brokerage Co.	410 Olive st.
Stifel, H. C.....	Alzheimer & Rawlings	Investment Co.	217 N. Fourth st.
Stifel, Otto Fred'k.....	Union Brewing Co.	Brewing	3146 Gravois ave.
Stifel, Oscar.....	L. Lemcke & Co.,	Commission	322 Pine st.
Stimson, Fred. M.....	Sutherland-Stimson	Commission Co.	132 Cham. of Com.
Stock, Philip.....	St. Louis Brewing Assn.,	Secretary	702 Wainwright Bldg.
Stookton, F. W.....	Traders' Despatch,		505 Houser Building.
Stoewener, F. F.....			710 Julia st.
Stone, Leander.....	Crystal Laundry Co.		934 W. Walnut st., Louisville, Ky.
Stott, David.....	David Stott	Flour Mill	Detroit, Mich.
Stover, W. D.....	Star Union Line,	Freight Agent	Seventh and Olive.
Strain, Arthur E.....	Robt. B. Brown Oil Co.,	Oil Manuf'rs	Rialto Building.
Stratton, Wm.....	Hunter Bros.,		60 Gay Bldg.
Strauss, J. C.....		Photographer	3514 Franklin ave.
Stream, John J.....	Chicago Grain & Elevator	Co.	240 La Salle st., Chicago.
Strifler, Chester E.....		Lumber	Main and Market sts.
Stroud, H. L.....		Merchant	Rogers, Ark.

Name.	Firm.	Business.	Location.
Stuede, Wm.....	Mo. Valley Grain &	Export Co	Baltimore, Md.
Stuever, Anton C.....	Home Brewing Co.		Miami and Salena sts.
Sturtevant, Henry D....	Shearson-Hamill & Co.....		240 LaSalle st., Chicago
Sudborough, J. A....	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Sullivan, F. R.....	North Shore Despatch, Agent.....		Sixth and Olive sts.
Sullivan, John F....	United Elev. & Grain Co., Superintendent.....		516 Cham. Com.
Sullivan, Patrick.....			701 Washington ave.
Summa, Emil.....	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses..	M. Summerfield & Co.,	Hides and Wool.....	214 N. Main st.
Sutherland, G. G.....	Sutherland-Stimpson Commission Co.....		182 Cham. Com.
Sutherland, W. W....	Sutherland-Stimpson Commission Co.....		130 Cham. Com.
Sutherland, William H.....	Cairo Milling Co.....		Cairo, Ill.
Suttle, O. A.....		Commission.....	2631 Allen ave.
Swaney, John Bell.....	Brinson, Waggoner Gr. Co.....		206 Cham. of Com.
Swift, W. H.....	Fruin, Bambrick Con. Co.,	Contractors.....	721 Olive st.
Sykes, G. A	St. Louis Commission Co.,		315 N. Main st.

Tasfe, B. P.....	Justice of the Peace,		4109 Manchester ave.
Tansey, Geo. J.....	St. Louis Transfer Co.,	President.....	400 S. Broadway.
Tausig, John J.....	J. & J. Tausig,	Brokers.....	627 Security Bldg.
Tausig, Jos. S.....	J. & J. Tausig,	Brokers.....	627 Security Bldg.
Taylor, James L.....	Kehler Flour Mills Co.		401 Cham. Com.
Taylor, T. Carroll.....	Brinson-Waggoner	Grain Co.....	208 Cham. Com.
Taylor, Wm. H.....		Insurance.....	Odd Fellows' Bldg.
Taylor, Phil. C.....	P. C. Taylor & Son,	Commission.....	509 Roe Bldg.
Taylor, E. M.....		Commission.....	509 Cham. of Com.
Taylor, C. H.....	F. W. Brockman	Commission Co.....	815 N. Fourth st.
Taylor, J. B.....	P. C. Taylor & Son,	Commission.....	509 Roe Bldg.
Taylor, W. J.....		Deceased	
Teasdale, Thos. B.....	J. H. Teasdale Com. Co.....		103 N. Third st.
Teasdale, J. Waller....	J. H. Teasdale Com. Co.....		108 N. Third st.
Teasdale, J. W.....	J. W. Teasdale & Co.,	Dried Fruits & Com.....	806 Spruce st.
Teasdale, A. S....	R. E. Fudsten D. F. & Nut	Co.....	300 N. Commercial st.
Teasdale, C. H.....	J. H. Teasdale Com. Co.		103 N. Third st.
Teasdale, Everett P..	Miller & Teasdale Co.,	Commission.....	825 N. Fourth st.
Teasdale, Geo. W.....	J. W. Teasdale & Co.,	Dried Fruits.....	806 Spruce st.
Teasdale, J. W., Jr....	J. W. Teasdale & Co.,	Dried Fruit.....	806 Spruce st.
Teasdale, J. E.....	J. E. Teasdale & Co.,	Broker.....	110 N. Fourth st.
Teichmann, Wm. C....	Mallinckrodt Chem. Co.....		Second and Mallinckrot sts.
Teichmann, Chas. H..	Teichmann Com. Co.,	Commission.....	62 Gay Building.
Teichmann, Otto L...	Teichmann Com. Co.,	Commission.....	62 Gay Building.
Telthorst, Herman.....		Flour and Feed.....	7501 S. Broadway.
Temple, Harry....	P. Peckham Liquor Co.,	Bookkeeper.....	412 Washington ave.
Temple, Joseph.....	Adams Express Co.,	Agent.....	407 N. Fourth st.
Templeman, W. J.....	Templeman & Co.,	Produce.....	950 N. Third st.
TenBroek, Gerrit H.....		Attorney	213 N. Seventh st.
Tepe, Carl H. A.....	Wm. Tepe Feed Co.,		2723 Laclede ave.
Tepe, William.....		Feed.....	2725 Laclede ave.
Terry, Albert T.....	Albert T. Terry & Co.,	Real Estate.....	621 Chestnut st.
Tesson, George B.....	Nanson Com. Co.		202 Chamber of Commerce.
Tevis, Hupp.....	Tevis Com. Co.		116 N. Main st.
Thacher, Arthur.....	Central Lead Co.,		510 Pine st.
Thompson, Wm. H.....	Nat. Bank of Com.,	President.....	Broadway and Olive st.
Thompson, E. F.....	G. A. Benton & Co.,	Grain.....	829 N. Third st.
Thompson, C. McClung..	C. L. Thompson & Son,	Insurance.....	723 Century Bldg.
Thompson, Joseph B.....			4225 McPherson ave.
Thomson, Wm. H.....	Boatmen's Bank,	Cashier..	Fourth and Washington av.
Thyson, John.....	Thyson Commission Co.		105 Chamber of Commerce.
Tice, Vilray C.....	V. C. Tice & Co.,	Commission.....	Gay Bldg.
Tiedemann, Geo. W.....	Chas. Tiedemann	Milling Co.....	O'Fallon, Ill.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Tilton, Edgar D.	E. O. Stanard Milling Co.	420 Chamber of Commerce.	
Timmerman, G. H.	St. L. Iron & Machine Works	Second and Chouteau ave.	
Tinker, Z. W.	Columbia Brewing Co.	Twentieth and Madison sts.	
Tittmann, Harold H.	St. L. Cooperage Co.	Main and Arsenal sts.	
Todd, Henry R.	Burlington Route,	Gen'l. Agent	208 Chemical Bldg.
Tontrup, Louis H.	Papin & Tontrup,	Real Estate	626 Chestnut st.
Townsend, F. C.	Townsend Com. Co.,		827 N. Third st.
Tower, George F., Jr.	Goodwin Mfg. Co.,	Candles and Soap	3832 Chouteau ave.
Tracy, John H.	David Nicholson,	Grocer	15 N. Sixth st.
Tracy, W. W.	Tracy & Co.,	Brokers	Fourth and Olive.
Traunmiller, Joseph	Excelsior Brew. Co.		5 S. Seventeenth st.
Trauernicht, F. C.	F. C. Trauernicht Com. Co.		826 N. Third st.
Tumbach, C.	McCullough & Tumbach,	Commission	112 N. Main st.
Tune, Lewis T.	The Bradstreet Co.	Security Building.	
Tunstall, R. C.	St. Louis Hay Exch.,	Vice-Pres.	720 Theresa ave.
Tunstall, R. B.	St. Louis Hay Exch.,	Secretary	720 Theresa ave.
Turner, Chas. H.			208 Security Bldg.
Turner, V. P.	Turner-Hudnut Co.,	Grain	Pekin, Ills.
Tutt, Dent G.			823 Chestnut st.
Twamley, J. F.	J. F. Twamley Son & Co.,	Grain	Omaha, Neb.
Twidale, E. A.	J. M. Sewell Co.,	Grain	Hastings, Neb.

Udell, C. E.	C. E. Udell & Co.,	Cheese	410 N. Second st.
Underwood, Geo. A.			Buffalo, N. Y.
Urdike, N. B.	Urdike Commission Co.,		Rialto Bldg., Chicago.

Vahlkamp, Henry	W. J. Lemp Brew. Co.,	Secretary	3401 Cherokee sts.
Valle, John F.	Desloge Con. Lead Co.,	Secretary	Fourth and Chestnut.
Vallier, Charles	Vallier & Spies Milling Co.,		40 Gay Bldg.
Vallier, Louis A.	Vallier & Spies Milling Co.		40 Gay Bldg.
Vallier, Robt. C.	Vallier & Spies Mfg. Co.,		40 Gay Bldg.
Van Arsdale, E. S.			Carrollton, Ill.
Van Blarcom, J. C.	Nat. Bank of Com.,	Vice-Prest.	Broadway and Olive st.
Vandell, A. M.		Grain	Holdredge, Neb.
Vankirk, Chas. B.		Com.	310 Royal Ins. Bldg., Chicago
Vaughan, Wm. L.	Vaughan & Carnes,	Real Estate	Linn, Mo.
Vendig, Sam.	M. Schwartz & Co.,	Feed	3542 Missouri ave.
Venlinga, George A.	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.	Smith, Vincent & Co.,	Commission	72 Gay Building.
Vogeler, Julius		Grocer and Com.	14 N. Third st.
Vogel, Charles F.		Real Estate	624 Chestnut st.
Vogelsang, L. E.			2223 Dodier st.
Vogelsang, Henry			520 Cham. of Com.
Vogelsang, Wm. H.			2218 Sullivan ave.
Von Wedelstaedt, R. Park		Lumber	St. Louis Club.
Vordtriede, E. Henry			2019 Sidney st.
Voris, F. D.		Grain and Hay	Neoga, Ill.
Voris, George W.		Grain and Hay	Stewardson, Ill.

Waddock, Frank B.	O'Connor & Co.,	Market Reporter	216 Market st.
Waddock, Frank G.	O'Connor & Co.,	Market Reporter	216 Market st.
Wade, Festus J.	Mercantile Trust Co.		Eighth and Locust sts.

Name.	Firm.	Business.	Location.
Waggoner, E. L.	Brinson-Waggoner Gr. Co., Com.		206 Cham. of Com.
Wagner, Charles		Pig Lead & Spelter	174 Laclede Bldg.
Wagoner, Geo. C. R.	Wagoner Undertaking Co.		1127 Olive st.
Wagoner, Henry H.	Wagoner Undertaking Co.		1127 Olive st.
Wahl, John	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.	John Wahl Com. Co., Commission		2 S. Main st.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck Prov. Co.	Montrose ave. and LaSalle st.	
Waldron, N. A.	Columbia Hay & Grain Co.		500 S. Theresa ave.
Walker, G. H.	G. H. Walker & Co., Brokers		307 N. Fourth st.
Walker, R. F.		Attorney at Law	928 Rialto Bldg.
Walker, W. C.		Real Estate	605 Fullerton Bldg.
Wall, Nicholas R.	Wall & Whittmore,	Insurance	208 N. Fourth st.
Wallace, Fred. L.	F. L. Wallace & Co.		125 Cham. of Com.
Walsh, Julius S.	Miss. Valley Trust Co., President		201 N. Fourth st.
Walsh, Peter		Teamster	3129 N. Twelfth st.
Walsh, Edward, Jr.		Deceased	
Walsh, C. K. D.	Kehlor Flour Mills Co.,	Secretary, 401 Chamber of Commerce.	
Waltke, Louis H.	Wm. Waltke & Co.,	Soap	2nd and Grand ave.
Walton, E. S.		Commission	105 Cham. of Com.
Wangler, Joseph F.	J. F. Wangler B. & S. W. Co., President		1547 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S. W. Co., Secretary		1547 N. Ninth st.
Wardrop, Richard		Deceased	
Ware, J. H.	Ware & Leland,	Commission	205 Rialto Bld., Chicago
Warren, Thomas	Warren Com. & Investment Co.		200 N. Second st.
Warren, John A.	Jno. A. Warren and Co.		416 Cham. of Com.
Washburn, John	Washburn, Crosby Co.,		Minneapolis, Minn.
Washer, S. R.	The S. R. Washer Grain Co.,		1040 Main st., Atchison, Kas.
Wasserman, Bennett	Wasserman Bro. & Co., Stocks and Bonds		315 Olive st.
Wasson, H. D.		Broker	52 Gay Bldg.
Waterworth, Jas. A.	St. Louis Insurance	Surveys, Pres't.	316 Olive st.
Watson, Henry P.	Watson & Co.,	Broker	Minneapolis, Minn.
Watts, T. G.	T. G. Watts & Son,	Real Estate	722 Chestnut st.
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Weber, Edward	Weber Drayage &	Warehouse Co.	120 N. Main st.
Weber, Henry C.			4472 Lindell ave.
Well, Jacob P.	Bernard, Baer & Co.,	Produce & Prov.	1432 N. Broadway
Weil, Henry G.			36 New st., N. Y.
Weinberg, Louis	Funsten Bros. & Co.,	Commission	Second and Elm.
Weissenborn, S. A.	S. A. Weissenborn & Son, Coal		313 Olive st.
Welch, B. C.	B. C. Welch Land & Investment Agency		Elisberry, Mo.
Weldon, T. A.	Bert H. Lang & Co.,	Commission	415 Cham. Com.
Wells, Rolla		Mayor	City Hall.
Wenneker, Chas. F.	Wenneker-Morris	Candy Co.	12 S. Third st.
Wernse, H. H.	Wernse & Dieckman,	Brokers	317 N. Fourth st.
Werth, John E.	Werth's Insurance	Agency	315 Chestnut st.
Werth, G. L.	Werth's Insurance	Agency	315 Chestnut st.
Werthelmer, J. J.	Werthelmer-Swartz	Shoe Co.	10th and Washington ave.
West, Courtney H.	Moffitt-West Drug	Co.	Broadway and Clark ave.
West, Thomas H.	St. Louis-Union Trust Co.,	President	Fourth and Locust sts.
Wetzel, Frederick L.	Columbia Biscuit Co.,		Fourteenth and Papin st.
Wheeler, R. H.	D. P. Byrne & Co.,	Commission	318 Cham. of Com.
Wheeler, Jas. L.			
Whitaker, Edwards	Whitaker & Co.,	Brokers	300 N. Fourth st.
White, Chas. E.	Fulton Bag & Burlap	Co.	612 S. Seventh st.
White, Edward W.	Central of Ga. Ry. Co.,	Agent	402 Houser Bldg.
White, Fred. C.	Smithers & White,	Hay and Grain	3015 Olive st.
Whitehead, S. A.	Nanson Commission	Co.	202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.,	Insurance	Century Building.
Whitelaw, Geo. P.			1326 Chestnut st.
Whitelaw, Oscar L.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Chas. W.	Polar Wave I. & F. Co.,		1326 Chestnut st.
Whitmore, Daniel R.	Merchants' Exch.,	Ass't Secretary	Third and Pine sts.
Whitmore, H. R.	Merchants' Exchange,	Asst. Secretary	Third and Pine sts.

Name.	Firm.	Business.	Location.
Whitemore, F. C.	Wall & Whitemore,	Insurance.	208 N. Fourth st.
Wickham, E. F.	Smokeless Fuel Co.,		410 Bank of Commerce Bldg.
Wieder, Moses L.	Wieder Paint Co.,		1801 N. Broadway.
Wiedmer, W. H.	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, Fred.	Gratiot Street Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiener, I. M.			Wainwright Building.
Wiener, Adolph.			Wainwright Building.
Wiley, Frank P.	Wiley & Bischoff,	Hay and Grain.	421 S. Theresa ave.
Wilkinson, W. R.	W. R. Wilkinson & Son	Com. Co.	212 N. Main st.
Willard, Wm. G.		Manufacturer.	318 Chestnut st.
Williams, J. T.	Williams & Clark,	Hardware, etc.	Sullivan, Mo.
Williams, P. P.	P. P. Williams Grain Co.,	Commission.	408 Cham. of Com.
Wilson, Chas. A.	Barron & Wilson,	Grain Samplers.	Equitable Bldg.
Wilson, Peter E.	Wilson L. & L. Co.,	Lumber.	Salisbury and Hall sts.
Wintermann, R.	St. Louis Syrup & Pres.	Co.	Collins & Dickson st.
Wirthlin, R. L.	Southern Coop. Co.,		110 Victor st.
Wissmath, Chas., Jr.	C. Wissmath & Son	Pork Packing Co.	1113 N. 12th st.
Wissmath, John.	Chas. Wissmath & Son	Prov. Co.	1113 N. Twelfth st.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Witter, Ernest A.	Chapin & Co.,	Mill Feed	119 N. Third st.
Woelfe, Matt.	Baur Flour Co.	V. P.	807 N. Second st.
Woerhelde, A. A. B.	Missouri-Lincoln	Trust Co.	Seventh and Olive sts.
Wolgaat, Louis		Hay & Grain.	2137 Gravois ave.
Wollbrink, Henry	Columbia Biscuit	Co.	Eleventh and Papin sts.
Wonderly, Peter		Deceased	
Woodlock, Frank D.	Woodlock & Gessler,	Commission.	300 Cham. of Com.
Wood, F. C.	A. N. Kellogg Newspaper	Co.	224 Walnut st.
Wood, H.	Union Dairy Co.,	Dairyman.	Jeff. & Washington aves.
Woods, W. K.	Ralston Purina Co.,		Eighth and Gratiot sts.
Woodson, Ashby.	Chas. F. Orthwein's	Sons.	Kansas City, Mo.
Woodward, W. H.		Deceased	
Woodworth, E. S.	E. S. Woodworth & Co.,	Commission.	Minneapolis, Minn.
Woolley, Edgar M.	Conn. Mut. Life Ins.	Co.	310 Chemical Building.
Wrape, Henry	The Hy. Wrape Co.,	Staves and Headings.	509 Chestnut st.
Wright, C. L.	J. L. Wright	Grain Co.	507 Cham. of Com.
Wright, Geo. M.	Wm. Barr Dry Goods Co.		Sixth and Olive sts.
Wright, Joseph P.	Jas. A. Wright & Sons,	Carriage Manufs.	19th & Wash'n.
Wright, J. L.	J. L. Wright Grain Co.		507 Cham. Com.
Wright, Wm. H.	J. L. Wright Grain Co.		507 Cham. Com.
Wrisberg, Wm. C.		Mining	411 Olive st.
Wulze, Wm. H.	Camp Spring Mill Co.,	Millers.	508 Chamber of Commerce.
Wunderlich, Chas., Jr.	Chas. Wunderlich	Cooperage Co.	814 Monroe st.

Yorger, Wm.		Grocer.	2800 Manchester ave.
Young, Albert B.	Bemis Bros. Bag Co.		Fourth and Poplar sts.
Young, D. W.	D. W. Young H. & G. Co.		101 Cham. of Com.
Young, Edw. H.	Ed. H. Young & Co.		66 Gay Bldg.
Young, F. N.			413 Cham. of Com.
Young, Robert S.		Deceased	
Yule, Bert D.			

Zelle, F. E.	Zelle Bros. Prov. & Com. Co.,	Prov. and Com.	702 N. Third st.
Zenk, Philip John	Zenk Bros.	Millers.	Troy, Ill.
Ziebold, Geo. W.	Waterloo Milling Co.		Waterloo, Ills.
Ziegenhein, Henry	Lafayette Bank,	President.	Broadway and Park av.
Zirnheld, Joseph.	Zirnheld-Glosemeyer	Flour Co.	219 Market st.
Zollmann, Geo. H.	Geo. H. Zollmann & Co.,	Produce.	833 N. Third st.

Flour and Wheat by crop years.....	189
Foreign Commerce.....	81
Foreign Grain and Flour Trade....	95
Flour and Grain, total receipts and shipments for 31 years.....	129
Flour, Review.....	114
" receipts by crop years.....	118
" monthly rec'ts and ship.....	118
" exports from the U. S.	119, 185
" receipts at various cities....	119
" weekly prices.....	123
" amount manufactured.....	111
" amount manufactured in various cities.....	120
" sources of supply and direction of shipments.....	119
" stocks in store.....	117, 121
" report of Flour Inspector...	120
" foreign shipments.....	96
	73
	237
	61
	219
	237
	85
	96
	96
	96
" by river.....	96
" all rail eastward.....	96
" from St. L. to Liverpool via New Orleans.....	96
" from St. L. to Liverpool via New York.....	96
" to Southern cities by rail	96
Furniture.....	43
Ferries.....	79
Fruit Crops of Missouri.....	166
Fruits.....	226
Furs.....	213
Foundries.....	82
Glass Ware.....	93
Groceries.....	43, 56
Grain inspection.....	153-158
" receipts and shipments for a series of years.....	129
" stocks in store at close of each week.....	154-159
" monthly rec'ts and shipm'ts.	128
" Review.....	128
" receipts by crop years.....	135
" exports from U. S.....	97, 185
" daily prices.....	159-160
" visible supply.....	161
" receipts at various cities....	162
" Wheat.....	134
" Corn.....	126
" Oats.....	126
" Barley.....	127
" Rye.....	127
" stocks in public elevators....	160
" stocks in private elevators...	160
" stocks in farmers' hands	161
" receipts at 7 Atlantic ports..	163
" highest and lowest futures...	151
" earliest crop receipts.....	186
" Missouri Crops.....	168
" cash and future prices.	169

INDEX.

Hats and Caps.....	26
Hides.....	212
Highwines and Whiskey.....	207
Hominy and Grits.....	187
Hogs.....	194
Hay.....	215
Horses and Mules.....	195
Hops.....	237
Hardware.....	81
Harvest time of the world.....	178
Import Duties on Wheat.....	175
Imports and exports of the United States value.....	26
Internal Revenue, collections.....	77
Iron and Steel.....	237
Iron Ties.....	205
Inspectors, 1904.....	5
Inspectors, 1905.....	7
Latin-American Trade.....	51
Lead.....	200
Leather.....	237
Lemons.....	237
Live Stock.....	194
Live Stock, weekly prices.....	205
Lumber.....	204
Molasses.....	48
Malt.....	237
Members of the Exchange, 1904. (Appendix.)	
Members of Exchange dec'd 1904.....	205
Meteorological tables.....	66
Millstuffs.....	188
Municipal Affairs.....	65
Mining Industries of Missouri.....	66
Millinery.....	20
Nails.....	237
Naval Stores.....	205
New Industries.....	26
Officers of the Exchange since its organization.....	3
Officers of the Exchange for 1905.....	6
Officers of the Exchange for 1904.....	5
Onions.....	228
Oils.....	237
Oranges and Lemons.....	237
Ore, Iron.....	237
Ore, Zinc.....	237
Oat Meal.....	187
Oil Cake.....	237
Oats.....	183
Paints and Oils.....	50
Paper.....	52
Potatoes.....	213
Population of St. Louis.....	60
Provisions and Packing.....	186
Provisions, Exports from U. S.....	193
Provisions, Weekly Prices.....	185
Post-Office Statistics.....	70
Pig Iron.....	237
Peltries and Furs.....	213
Produce.....	235
Plumbers' Supplies.....	51
Review.....	20
Receipts from January 1 to close of each week.....	180
Real Estate.....	85
Eye.....	185
Receipts, monthly totals.....	225, 205
Rec's by each river and railroad.....	200-209

.....	68
.....	81
.....	186
.....	68
.....	205
.....	237
.....	73
.....	48
.....	81
.....	81
.....	91
.....	80
.....	82
.....	90
.....	88
.....	65
.....	85
.....	86
.....	87
Saddlery and Harness.....	80
Shoe Trade.....	20, 40
Seeds.....	219
Salt.....	218
Sheep.....	195
Shipments, monthly, totals.....	260-265
Shipments by each R. R. & River.....	257-264
Shipstuffs.....	186
Sugar.....	48
Staves.....	237
Soap.....	237
Shipments of leading articles to close of each week.....	110
Stock Exchange.....	45
Stock Yards.....	190
State Finances.....	57
St. Louis in 1904.....	27
Spelter.....	200, 237
Tea.....	50
Transfer Statistics.....	79
Treasurer, report of.....	17
Tobacco.....	201
Tonnage, total by each river and road.....	76
Tar and Pitch.....	208
Turpentine.....	208
Tin.....	237
Transportation—Rail.....	78
Temperature.....	67
Tallow.....	237
Tax Levy.....	66
Trust Companies.....	56
Traffic Bureau, Report of.....	16
Trunks.....	80
Vehicles.....	44
Wheat Import Duties.....	175
Wheat.....	180
Wheat Receipts, July and August.....	136
Wheat Receipts by crop years.....	186
Wheat, Monthly Prices.....	180
Wines and Liquors.....	237
Wool.....	213
Whiskies.....	207
White Lead.....	208
Wheat Crop of the World.....	177
Weather.....	62
Woodenware.....	55
Zinc and Spelter.....	237

ANNUAL STATEMENT
OF THE
Trade and Commerce
OF
SAINT LOUIS,
FOR THE YEAR 1905.

REPORTED TO THE
Merchants' Exchange of St. Louis,

BY
GEO. H. MORGAN, SECRETARY.



ST. LOUIS, MO.:
PRESS OF R. P. STUDLEY & Co.,
1906.

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.	
1863	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.
1864	Thomas Richeson	Barton Able.	C. L. Tucker.
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichmann.
1873	Wm. H. Soudder.	S. M. Edgell.	Web M. Samuel.
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.
1876	Nathan Cole.	John Wahl.	F. B. Davidson.
1877	John A. Soudder.	N. Schaeffer.	Geo. Bain.
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Galennie.
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.
1887	Frank Galennie.	Louis Fusz.	Thomas Booth.
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.
1894	A. T. Harlow.	{ Wm. G. Boyd.	{ E. A. Pomeroy.
	Wm. G. Boyd.	{ Geo. H. Small.	
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.
1898	Chris. Sharp.	Henry H. Wernse.	Oscar L. Whitelaw.
1899	Wm. P. Kennett.	Oscar L. Whitelaw.	Daniel E. Smith.
1900	Oscar L. Whitelaw.	Wm. T. Haarstick.	Frank E. Kauffman.
1901	Wm. T. Haarstick.	Geo. J. Tansey.	T. R. Ballard.
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.
1903	T. R. Ballard.	Wm. A. Gardner.	Charles H. Huttig.
1904	H. H. Wernse.	Otto L. Teichmann.	M. G. Richmond.
1905	Otto L. Teichmann.	Manley G. Richmond.	John E. Geraghty.
1906	Manley G. Richmond.	William H. Danforth.	Edward Devoy.

Secretary and Treasurer.

1862	-	-	-	-	Clinton B. Fisk.
1863-64	-	-	-	-	J. H. Alexander.
1865-1906	-	-	-	-	Geo. H. Morgan.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1905.

PRESIDENT.

OTTO L. TEICHMANN.

FIRST VICE-PRESIDENT, MANLEY G. RICHMOND.

SECOND VICE-PRESIDENT, JOHN E. GERAGHTY.

DIRECTORS.

1905.

T. R. BALLARD,
WM. C. ELLIS,
W. H. DANFORTH,
THOS. B. TEASDALE,
R. J. PENDLETON,

1905-1906.

HENRY H. WERNSE,
T. B. MORTON,
JOHN J. SCHULTE,
H. W. DAUB,
EDWARD E. SCHARFF.

GEO. H. MORGAN, SECRETARY AND TREASURER.

D. R. WHITMORE, ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

ROBERT H. LEONHARDT,
J. J. P. LANGTON,
E. L. WAGGONER,
BEN. S. LANG,
CHAS. W. SMITH,
B. J. ROWE,

C. A. CUNNINGHAM,
A. J. ROGERS,
BEN. P. CORNELI,
CHAS. F. BEARDSLEY,
W. H. KARNS,
F. W. HAGEN.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

CHARLES P. SENTER,
CHAS. L. NIEMEYER,
GEO. F. POWELL,
JNO. W. LINDSAY,
GUSTAV BISCHOFF, Jr.,

SECOND SIX MONTHS.

MAXWELL KENNEDY,
T. F. PETRI,
EMIL SUMMA,
JOSEPH HATTERSLEY,
GEO. W. MORTON.

MARKET RECORDER.

C. H. WHITMORE.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

STENOGRAPHER.

O. A. WILSON.

DOORKEEPER.

FRANK T. MUDGE.

RIVER CLERK.

EDWARD LOESCH.

ACCOUNTANT.

FRED. MEGLEMRY.

MESSANGER.

WM. LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

ALEX. H. SMITH,
ISAAC M. MASON,

S. W. COBB,
C. H. SPENCER,

CHAS. A. COX,
OSCAR L. WHITE LAW.

COMMITTEES AND INSPECTORS FOR 1905.

REAL ESTATE.

OTTO L. TEICHMANN, Chairman.

MANLEY G. RICHMOND, JOHN E. GERAGHTY, HENRY H. WERNSE,
T. B. BALLARD.

FINANCE.

T. B. BALLARD, Chairman.

MANLEY G. RICHMOND, GEO. J. TANSEY, THOS. B. TRASDALE,
HENRY H. WERNSE.

MEMBERSHIP.

MANLEY G. RICHMOND, Chairman.

T. B. MORTON, W. H. DANFORTH.

ST. LOUIS TRAFFIC BUREAU.

Board of Managers from Merchants' Exchange.

W. P. KENNETT, T. B. BALLARD, W. C. ELLIS.

WEIGHING.

JNO. E. GERAGHTY, Chairman.

JOHN J. SCHULTE, O. A. ORVIS, FRANK H. GIESELMAN.
M. W. OCHHRANE, C. W. MCCLELLAN, EDWARD DEVOY,
W. A. MILLER.

INSURANCE.

NICHOLAS B. WALL, Chairman.

H. M. BLOSSOM, H. R. TODD, J. F. IMBS.
H. M. COUDREY, R. D. FRANCIS, Jr.

RULES.

THOS. B. TRASDALE, Chairman.

ROGER P. ANNAN, ROBT. C. NAPIER, MARSHALL HALL,
WM. STRATTON.

CONTRACTS.

HENRY S. POTTER, Chairman.

EMIL SUMMA, FRED. W. SEELE, E. C. CHAMBERLIN,
J. O. ALLEN.

SPECIAL APPEALS.

JAS. S. MCCLELLAN, Chairman.

F. X. DONOVAN, CHAS. W. ISAACS, W. H. MINOR,
CHAS. J. QUESNEL, CARY H. BACON, H. B. SPARKS.

MARKET REPORTS.

H. W. DAUB, Chairman.

DOUGLAS BRADLEY, E. W. GESSLER, H. H. LANGENBERG,
WM. A. ROOKE.

GRAIN.

T. B. MORTON, Chairman.

BERT H. LANG, JNO. L. MESSMORE, E. F. CATLIN,
JNO. G. MITTLER, S. A. WHITEHEAD, E. L. WAGGONER.

BARLEY.

EDWARD A. FAUST, Chairman.

CHAS. H. TEICHMANN, F. W. FEUERBACHER, HY. GRIESEDIECK, Jr.,
T. L. MANN, HENRY GREVE, FRED. C. OERTHWEIN.

FLOUR INSPECTION.

HENRY BURG, Chairman. H. B. EGGERS, Jr., Secretary.

WM. J. SMITH, O. J. HANEBRINK, VICTOR ALBRECHT,
MATT. WOELFLE, CHRIS. BERNET, JOHN C. FISCHER.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

FRED. KREY, Chairman.

J. J. P. LANGTON, J. J. C. WALDECK, JEREMIAH MURPHY,
J. H. LOUDERMAN, Jr.

COMMITTEES, 1905—Continued.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

F. S. PLANT, Chairman.

ROBT. POMMER,

ADOLPH CORNELI,

AUG. J. BARNIDGE,

MARTIN J. MULLALLY.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

HAY.

D. W. CLIFTON, Chairman.

CHAS. G. SIMON,

DAN'L S. MULLALLY,

E. H. BRINCKMEYER,

ROBT. J. BERGMANN, JOHN G. GILLIS,

HENRY W. MACK,

GEO. W. MORTON,

A. F. W. LUEHRMANN.

PRODUCE.

CONRAD SCHOPP, Chairman.

F. W. BROCKMAN,

BERNARD BAER,

F. G. HAUEISEN,

P. M. KIELY.

EGGS.

WM. BRAY, Chairman,

GEO. H. BROEDER,

FRED. C. PAPENDICK,

C. TUMBACH,

F. C. TRAUERNICHT,

LOUIS A. JASPER,

O. C. DENNIS,

ADOLPH G. BECKMANN,

CHAS. ROEDER,

F. C. TOWNSEND.

FLOOR.

JOHN J. SCHULTE, Chairman.

THOMAS GRIFFIN,

WM. KOECHIG,

F. P. BROCKMANN,

G. A. VENINGA,

HUGH FERGUSON,

VICTOR ALBRECHT,

C. L. WRIGHT.

CHAS. E. PRUNTY,

E. B. IMMER,

S. T. MARSHALL,

POSTAL AFFAIRS.

R. J. PENDLETON, Chairman.

VINCENT M. JONES,

F. H. GIESELMAN,

S. P. JORDAN,

K. B. HANNIGAN.

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

C. H. SPENCER,

LOUIS FUSZ,

HENRY H. WERNSE,

GEO. H. PLANT,

H. F. LANGENBERG,

O. L. WHITELAW,

WEB. M. SAMUEL,

W. P. KENNETT,

EDW. A. FAUST,

W. A. GARDNER,

JAMES ARBUCKLE.

F. D. HIRSCHBERG,

JOHN H. DIECKMAN,

C. MARQUARD FORSTER,

MARCUS BERNHEIMER.

THEO. G. MEIER,

MISSISSIPPI RIVER.

EDW. E. SCHARFF, Chairman.

ISAAC M. MASON,

J. E. MASSENGALE,

GEO. D. MARKHAM,

ALEX. H. SMITH,

FRANK GAIENNIE,

HARRY B. HAWES.

W. K. KAVANAUGH,

ISAAC P. LUSK,

LEGISLATIVE.

HENRY H. WERNSE, Chairman,

F. E. KAUFFMAN,

P. H. LITCHFIELD,

ASHLEY OABELL,

R. H. WHITELAW,

AMEDEE B. COLE,

JAS. A. WATERWORTH.

TRANSPORTATION.

W. H. DANFORTH, Chairman.

A. P. RICHARDSON, Secretary.

GEO. F. POWELL,

E. L. WAGGONER,

H. A. DIAMANT,

JAS. W. DYE,

F. P. BROCKMANN,

JOHN J. BAULOH,

W. B. HARRISON,

E. F. CATLIN,

MARSHALL HALL.

GENERAL RELATIONS.

HENRY H. WERNSE, Chairman.

WM. P. KENNETT,

ELIAS S. GATCH,

O. L. WHITELAW,

M. G. RICHMOND,

GEO. J. TANSEY,

J. H. HOLMES

EDWARD DEVOY,

MARCUS BERNHEIMER

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1906.

PRESIDENT.

MANLEY G. RICHMOND.

FIRST VICE-PRESIDENT, WILLIAM H. DANFORTH.

SECOND VICE-PRESIDENT, EDWARD DEVOY.

DIRECTORS.

1906.

HENRY H. WERNSE,
TURNER B. MORTON,
JOHN J. SCHULTE,
HARRY W. DAUB,
EDWARD E. SCHARFF,

1906-1907.

OTTO L. TEICHMANN,
CHRIS. BERNET,
E. LEROY WAGGONER,
JAMES S. MCCLELLAN,
MANNING W. COCHRANE.

GEO. H. MORGAN, SECRETARY AND TREASURER.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

LUDWIG HESSE,
CARY H. BACON,
CHAS. WISSMATH, JR.,
EMIL SUMMA,
W. B. KEEBLE,
F. H. GIESELMAN,

CHAS. L. NIEMEYER,
HARRY G. BECK,
D. P. BYRNE,
F. W. SEELE,
MAXWELL KENNEDY,
JOSEPH F. LAMY.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

CLAUDE A. MORTON,
THOS. K. MARTIN,
GEO. A. VENINGA,
OMAR HOLLIDAY,
A. P. RICHARDSON,

SECOND SIX MONTHS.

GEO. C. MARTIN, JR.,
K. B. HANNIGAN,
RAY L. DEPEW,
F. D. FUSZ,
CHAS. A. WILSON.

STATISTICIAN,

D. R. WHITMORE.

MARKET RECORDER,

C. H. WHITMORE.

OFFICIAL MARKET REPORTER.

MARC J. GAUTIER.

ACCOUNTANT.

FRED. MEGLEMRY.

DOORKEEPER.

FRANK T. MUDGE.

RIVER CLERK.

EDWARD LOESCH.

STENOGRAPHER.

O. A. WILSON.

MESSANGER.

WM. LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

ALEX. H. SMITH,
ISAAC M. MASON,

S. W. COBB,
C. H. SPENCER,

CHAS. A. COX,
OSCAR L. WHITE LAW.

COMMITTEES AND INSPECTORS FOR 1906.

REAL ESTATE.

MANLEY G. RICHMOND, Chairman.

WILLIAM H. DANFORTH, EDWARD DEVOY, OTTO L. TEICHMANN,
HENRY H. WERNSE.

FINANCE.

OTTO L. TEICHMANN, Chairman.

EDWARD E. SOHARFF, S. A. WHITEHEAD, CHRIS. BERNET,
ERICH PICKER.

MEMBERSHIP.

EDWARD DEVOY, Chairman.

JOHN J. SCHULTE, E. LEROY WAGGONER.

ST. LOUIS TRAFFIC BUREAU.

Board of Managers from Merchants' Exchange.

WEIGHING.

MANNING W. COCHRANE, Chairman.

GEO. C. MARTIN, Jr., JOHN J. SCHULTE, FRANK H. GIESELMAN,
O. A. ORVIS, O. W. MCLELLAN, EDWARD DEVOY,
W. A. MILLER.

INSURANCE.

NICHOLAS R. WALL, Chairman.

HENRY R. TODD, EDGAR C. LACKLAND, HARRY M. COUDREY,
D. B. FRANCOIS, Jr.

RULES.

E. LEROY WAGGONER, Chairman.

N. L. MOFFITT, H. F. LANGENBERG, THOS. B. TEASDALE,
E. M. FLESH.

CONTRACTS.

BERT H. LANG, Chairman.

JOHN E. GERAGHTY, VINCENT M. JONES, DOUGLAS BRADLEY,
M. J. CONNOR.

SPECIAL APPEALS.

THOMAS AKIN, Chairman.

THEO. G. MEIER, CHAS. P. SENTER, T. W. CARTER,
C. H. ALBERS, CHAS. W. ISAACS, JOHN A. WARREN.

MARKET REPORTS.

HARRY W. DAUB, Chairman.

ROBERT C. NAPIER, WM. A. ROOKE, FRANK D. WOODLOCK,
BERT H. LANG.

GRAIN.

TURNER B. MORTON, Chairman.

BERT H. LANG, ROGER P. ANNAN, SAMUEL PLANT,
S. A. WHITEHEAD, JOHN DOWER, CHAS. J. QUESNEL.

BARLEY.

CHAS. H. TEICHMANN, Chairman.

O. MARQUARD FORSTER, WM. J. LEMP, Jr., FRED. C. ORTHWIN,
EDWARD A. FAUST, HENRY GREVE, FRANK GRIESEIDIECK.

FLOUR.

CHRISTIAN BERNET, Chairman. FRANK X. DONOVAN, Secretary.

EDGAR D. TILTON, JOS. HATTERSLEY, HENRY BURG,
P. W. EGGERS, WM. J. SMITH.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

SAMUEL GORDON, Chairman.

CHAS. WISSMATH, Jr., JOHN RING, ANTON J. LAUX,
J. J. P. LANGTON.

COMMITTEES AND INSPECTORS, 1906—Continued.

PROVISION INSPECTOR. J. G. HINCHMAN.

SEEDS AND CASTOR SEANS. ROBERT POMMER, Chairman.

C. F. BEARDSLEY, F. S. PLANT, F. W. SEELE,
BEN. P. CORNELI.

SEED AND CASTOR SEAN INSPECTOR. W. F. CHAMBERLAIN.

HAY.

JOHN J. SCHULTE, Chairman.

DANIEL W. OLIFTON, CHAS. G. SIMON, ROBT. J. BERGMANN,
JOHN G. GILLIS, HENRY W. MACK, GEO. W. MORTON,
E. H. BRINCKMEYER, DANIEL S. MULLALLY,

PRODUCE.

OONRAD SCHOPP, Chairman.

F. W. BROCKMAN, F. G. HAUEISEN, JACOB P. WEIL,
P. M. KIELY, LAWRENCE GARVEY, GEO. H. ZOLLMANN.

EGGS.

GEO. H. BROEDER, Chairman.

F. W. BROCKMAN, O. C. DENNIS, FRED'K C. PAPENDICK,
F. O. TRAUERNICHT, F. E. ZELLE, WM. BRAY,
FRED'K J. ROEDER, W. R. WILKINSON.

EGG INSPECTOR.

AUG. H. MILBERG.

FLOOR.

EDWARD M. FLESH, Chairman.

T. P. PETRI, BEN. P. CORNELI, W. C. LAMPING,
H. H. LANGENBERG, J. W. STEELE, CHAS. M. FRESH,
THOS. GRIFFIN, E. S. WALTON, F. D. GILL.

POSTAL AFFAIRS.

JAMES S. MOOLFELAN, Chairman.

K. B. HANNIGAN, HOSEA B. SPARKS, HUGH FERGUSON,
CHAS. E. PRUNTY.

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

C. H. SPENCER, O. L. WHITELAW, F. D. HIRSCHBERG,
OTTO L. TEICHMANN, H. H. WERNSE, H. F. LANGENBERG,
FRANK GAIENNIE, THOS. B. TEASDALE, GEO. H. SHIELDS,
C. MARQUARD FORSTER, L. D. KINGSLAND, EDWARD A. FAUST,
MARCUS BERNHEIMER, WM. P. KENNETT, W. A. GARDNER,
AMEDEE B. COLE, JAMES F. COYLE, GEO. H. PLANT.

MISSISSIPPI RIVER.

EDWARD E. SCHAEFF, Chairman.

WM. P. KENNETT, ISAAC M. MASON, ALEX. H. SMITH,
W. R. WILKINSON, FRANK GAIENNIE, H. H. WERNSE,
EDWARD DEVOY, WM. C. ELLIS, OTTO L. TEICHMANN.

LEGISLATIVE.

HENRY H. WERNSE, Chairman.

F. E. KAUFFMAN, ASHLEY CABELL, AMEDEE B. COLE,
PARKER H. LITCHFIELD, HARRY B. HAWES, JAS. B. WATERWORTH,
FRED. WIEDMER.

TRANSPORTATION.

WILLIAM H. DANFORTH, Chairman.

MARSHALL HALL, FRED. W. SEELE, E. LEROY WAGGONER,
P. M. HANSON, GEO. F. POWELL, F. P. BROCKMANN,
MAXWELL KENNEDY, A. P. RICHARDSON, THOS. B. TEASDALE,
SAMUEL PLANT.

GENERAL RELATIONS.

T. R. BALLARD, Chairman.

WM. C. ELLIS, WM. T. HAARSTICK, JOHN E. GERAGHTY,
C. A. GUNNINGHAM, GEO. J. TANSEY, HENRY GREVE,
ROGER F. ANNAN, WALKER HILL.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

ST. LOUIS, January 2, 1906.

To the Members of the Merchants' Exchange:

GENTLEMEN:—In keeping with the rules of the Exchange, and in observance of a time honored custom, the Board of Directors take pleasure in presenting to you herewith a brief synopsis of the affairs of our organization for the year 1905.

Great as is the fame of St. Louis, won by the marvelous and unequalled World's Fair of 1904, still greater has become the name of the city by establishing for itself an unparalleled record of prosperity and growth in the year 1905, and this is all the more creditable inasmuch as the experience of other cities, for a period immediately following expositions, has been quite to the contrary.

The Board of Directors have been not only ever mindful of the welfare of the Merchants' Exchange, but have earnestly applied their efforts toward promoting all interests that would conduce to the benefit of the City at large.

As prescribed by the rules, the assessment to be paid by each member for the year 1906 has been fixed by the Board of Directors at \$37.50.

The financial condition of this Association is extremely gratifying, showing a balance of \$1,311.91 to the credit of Current Account and \$49.28 to the credit of the Real Estate Account. It must be borne in mind that an overdraft at the bank, amounting to \$731.52, had been carried over from 1904; furthermore, the improvements, including a large, new lavatory, that have been made, aggregating \$25,898.94, account for a large portion of the expenditures during the year. The Board of Directors believe that these investments were very judicious, inasmuch as by the removal of four old elevators, space for fifteen additional offices was gained, and on a basis of today's rental, the annual income amounts to \$53,512.80, besides leaving three offices still to be rented. The Treasurer's report gives a complete detailed statement, also showing that the amount of our bonded indebtedness, on which nothing was paid during the year 1905, as no bonds matured, is \$37,000.

Perhaps foremost among the subjects considered was the much agitated question of Interstate Commerce Legislation, and the Board of Directors have time and again voiced in unequivocal terms their support of the policy for the regulation and supervision of railroad rates, as outlined by the President of the United States; indeed, a special committee waited upon the Chief Executive of the land, giving personal assurance of hearty endorsement by the Board of Directors of the efforts toward gaining just and equitable adjustment of differences relative to railroad rates.

The Transportation Committee has been very sincere in its aims, and assiduous efforts have not been wanting on the part of the members of

that committee to foster all moves that would tend to relieve us from the detrimental conditions from which our trade has been suffering. But the work has only fairly begun, and it is hoped and confidently expected that much more will be accomplished within the next year.

The Traffic Bureau, which has been for many years a strong factor, exercising its power for the improvement in freight matters, has lent very valuable assistance, and the excellent statistical information furnished has been of great usefulness.

As ever, the Board of Directors have taken the deepest interest in the improvement of the Mississippi River, and now perhaps more than any time in the past, that weighty question ought to engross our full attention, for the momentous events coming to pass within the future, the building of the Panama Canal and the proposed establishment of a deep waterway, connecting the Great Lakes with the Gulf of Mexico, bring to our minds at once the full scope of this subject.

The Weighing Committee, under whose supervision the Department of Weights of the Merchants' Exchange has been conducted, is untiring in its efforts, endeavoring to bring about a perfect system under which its methods for securing accurate and correct weights may be brought into effect, but in order to fully accomplish the desired result, the hearty co-operation of all members is not only desired, but absolutely essential. It is to be regretted that there is not complete, harmonious action between the members in that respect, and this is to be deplored all the more in consideration of the fact that the Department of Weights has contended with many obstacles, largely due to the circumstance that its work is within the domain of two states, each governed by its own laws, differing somewhat from each other.

In local traffic and transportation questions the Board of Directors have taken the keenest interest, and with a view of eliminating the present burdensome conditions, caused largely by inadequate facilities for the handling of freight, deemed it wise and proper to endorse the Manufacturers' Railway Co. in its undertaking and by resolution recommended the building of a municipal free railroad and wagon bridge.

The Merchants' Exchange was represented by delegates at numerous gatherings, notably the Grain Dealers' National Association, the Millers' National Federation, the Ohio Valley Improvement Association, the National Reciprocity Convention, the Lake Mohonk Peace Conference, the Trans-Mississippi Commercial Congress, the National Hay Association, the Upper Mississippi River Improvement Convention, the Interstate Commerce Law Convention and the National Irrigation Association.

It is with deepest regret we record the loss by death of a number of our members, one of whom was former President Webster M. Samuel, a most highly respected and honored citizen.

The Board of Directors expressed sincere regret at the existence of yellow fever in several of the Southern states, and extended the welcome of our Exchange to business men of our sister cities, temporarily residing here.

It affords us pleasure to recall the visit to our Exchange of Senor Lic. Don Joaquin de Cassasus, Mexican Ambassador at Washington, and it is a noteworthy fact in this connection that the kindest and best feeling between interested merchants was thus more strongly engendered.

Messrs. Lorimer, Raney, Snapp and Graff, a committee of Congressmen making a tour along the proposed deep waterway from Chicago to the gulf, after addressing our merchants on this very important subject, were entertained by representatives of the Exchange.

A delegation from Tulsa, I. T., engaged in an excursion through the various states with a view of promoting their commercial interests, visited the Merchants' Exchange.

An occasion of great moment was the mass meeting held in the Exchange Hall for the purpose of expressing heartfelt sympathy and deep compassion for the suffering and persecuted Jews in Russia. Prominent and able speakers addressed the citizens and appropriate resolutions were adopted and forwarded to President Roosevelt.

Hon. W. H. Maxwell, Chairman of the National Irrigation Association, delivered a very interesting address on the relation of St. Louis commerce to the irrigation of the arid lands of the West.

A hearty welcome was accorded the members of the National Board of Steam Navigation, assembled in the Directors' Room.

Greetings were extended to the representatives of various railroads gathered in a meeting in our rooms for the purpose of discussing the question of the breaking of rates at St. Louis.

Nothing definite has been done, as yet, in regard to the Fourth street entrance, however the matter is being given very careful consideration, and it is not all unlikely that the contemplated plans may be carried out in 1906.

Early in the morning of December 3rd, a fire was discovered in the basement of our building, which, by the prompt action of the Fire Department, was confined to the lower floor, thus averting the great danger of a conflagration that might have resulted in the loss of our grand hall.

The Board of Directors refer the members to a complete statement of resolutions adopted, as well as important events recorded, taken from the minutes and compiled for the information of the members.

In conclusion, the Board of Directors desire to thank the various Committees and members of the Exchange who have so heartily co-operated with them in the year's work, and at the same time express the firm belief that with continued harmonious activity, ever bearing in mind the welfare and success, not only of the Merchants' Exchange, but of the entire community, we may with confidence look forward to the future and see St. Louis continue to maintain and enlarge the elevated position that she now holds as the great metropolis of the Mississippi Valley, and the gateway to the vast South-western Empire.

FOR THE BOARD OF DIRECTORS,

OTTO L. TEICHMANN, *President*.

DEPARTMENT OF WEIGHTS.

ST. LOUIS, December 19th, 1905.

To the President and Members of the Board of Directors of the Merchants Exchange, St. Louis, Mo.:

GENTLEMEN—With the approval of the Committee on Weights I beg to hand herewith my report for the year 1905.

The Department of Weights has now been in existence three and one-half years and at the present time we have a well equipped organization. Our salary list is practically no larger than last year, but the amount of business handled shows an increase of 5.8 per cent. The deficit for this year, as you will note from Secretary Morgan's report, is considerably in excess of any previous year, due to the fact that this Department has not been able to collect the fees belonging to it for services rendered to certain commission men, shippers and elevator men. With these bills collected, our Department will show a very modest deficit.

The running expenses of the Department outside of the salary list has been considerably larger than last year, but the largest expense as compared with last year other than the above, are fees paid to our attorneys, owing to the litigation with the State Warehouse Commission of both States.

In our last year's report we informed you carefully the status of the litigation with the Railroad and Warehouse Commission of Illinois, although this Department used every effort to bring this matter before the Courts, they were unable to do so and it was not until August 10th, 1905, that an agreement effective August 15th, 1905, was entered into between this Department and the Illinois State Railroad and Warehouse Commission, by the terms of which the injunction was dissolved, prosecution for its violation discontinued and the right of the Merchants' Exchange to continue its work in the public elevators in East St. Louis was recognized. During all this period our men continued in elevators as usual. The right of the Merchants' Exchange to collect bills for services rendered in public elevators in East St. Louis from August 15th, 1904, until August 15th, 1905, which bills were held in abeyance by agreement of counsel, was also conceded. The fees of both Departments were to be alike and not over 35 cents per car for each Department for all grain unloaded and 25 cents per car for each Department for all grain loaded out of public elevators.

A settlement of the differences in respect to tare was also reached, for the commission men and elevator men agreed to a tare that was supposed to be reasonable, and the Illinois State Railroad & Warehouse Commission approved of this tare which is as follows: On all grain

unloaded in public elevators, 50 pounds tare is permitted on cars weighing 40,000 pounds and under, and 100 pounds on cars weighing over 40,000 pounds.

During the session of the Illinois Legislature and prior to this settlement in reference to the weighing in East Louis between the Illinois State Railroad and Warehouse Commission and this Department, a bill was introduced authorizing the Illinois State Railroad and Warehouse Commission to weigh all inspected grain loaded or unloaded in Illinois. If this bill was passed it would practically abolish the Merchants' Exchange and Board of Trade supervision of weights in Illinois, as the bill enlarged the powers of the State weighers, making it a misdemeanor, with a heavy fine, for any parties other than those appointed by the Illinois State Railroad and Warehouse Commission of Illinois to weigh or attempt to weigh inspected grain.

Owing to the efforts of the Chicago Board of Trade and the various Committees appointed by your Board of Directors and grain dealers of Illinois, this bill was defeated, so at the present time, conditions as regard Merchants' Exchange supervision in Illinois are fairly satisfactory, and your Department of Weights and the weighers for the Illinois State Railroad and Warehouse Commission are working in harmony.

About the same time that the bill in Illinois was introduced, we were informed through the public press that a similar bill had passed both Houses of the Legislature of Missouri. This Department at once, with authority from your Board of Directors, in conjunction with Committees appointed by the Kansas City Board of Trade visited Jefferson City and waited upon Governor Folk for the purpose of explaining the conditions under which grain is weighed in St. Louis and Kansas City, and it was with considerable satisfaction that we eventually received report that the Governor declined to approve this bill.

About September 1st, and subsequent to the vetoing of this bill, the Board of Railroad and Warehouse Commissioners of Missouri attempted to inaugurate a system of inspection and weighing of the grain of members of the Merchants' Exchange other than that going into or coming out of public elevators. This proposed system, so far as the Committee has been informed, has uniformly been opposed by members of the Exchange, but no suits have been instituted here or other proceedings commenced by State Officials to compel obedience to the requirement of the system sought to be inaugurated. In Kansas City, however, a like system of inspection of private property was sought to be inaugurated and was opposed by grain dealers in that market. A proceeding was thereupon instituted by the Attorney General before the Supreme Court to enforce the orders of the Board and compel inspection and weighing of grain other than that going into or coming out of public elevators. This proceeding was opposed by the members of the Board of Trade of Kansas City, and your Board of Directors appreciating the importance of a proper decision to the grain trade, directed the

counsel of the Merchants' Exchange to join in the defense on behalf of our members. I am informed by our counsel that this was done and that the case was fully presented to the Supreme Court by our counsel and the counsel of the Kansas City Board of Trade and that the matter now rests with the Court for final determination. The decision of this case adverse to the contention of the Attorney General will relieve grain dealers of great expense in the conduct of their business and thus promote the interest of the trade.

Since the above was written we are in receipt of advice from our counsel that the Supreme Court has sustained the position taken by the Merchants' Exchange and Kansas City Board of Trade, that the Railroad and Warehouse Commission has no authority to place weighers in private elevators and mills.

This is a victory for the Merchants' Exchange Department of Weights and the Kansas City Board of Trade.

The attitude of the shippers in the country towards this Department is shown by the fact that during the litigation in East St. Louis, their representatives from surrounding states made several trips to St. Louis at their own expense to attend the hearing before the Court of the differences between this Department and the Illinois Railroad and Warehouse Commission, and to render this Department all possible aid. During this litigation this Department received over a thousand letters of commendation, requesting and demanding Merchants' Exchange supervision of weights on all grain they ship to this market.

During the year we have received a great many letters from shippers throughout the country advising us of their shipments to commission men to whom grain had been consigned, and requesting that the grain be weighed by the Department of Weights. Several shippers have visited this market to inspect the methods employed in weighing their grain. Among these was one large shipper in particular, who was under the impression that he could not get good weights in this market. This prejudice was owing to returns on weights on shipments sent here prior to the time when this Department was supervising the unloading of grain in practically all places. After spending three days in company with the Supervisor, making a personal inspection of the condition under which his grain was weighed, he was entirely satisfied and declared that if he could not get a square deal here he could not get it any where. As an evidence of his belief, he has made a great many shipments to this market subsequent to his visit and makes a practice of advising this Department of all shipments and requesting supervision on every car of his grain.

This year the Department was represented by the Supervisor of Weights at the annual meeting of the Iowa Grain Dealers' Association, held in Des Moines, and a Sub-Committee, together with the Supervisor attended a meeting of the Illinois Grain Dealers' Association in Decatur. The representative of the Department met and became acquainted with

a large number of shippers at these Conventions. They made inquiries as to their experience with weights supplied by the Department and the shippers were unanimous in their praise of the Department and expressed themselves as being satisfied with the service it is now giving them. The fees being charged by the Department were also discussed with the shippers and it was found that no dissatisfaction existed. The shippers are not only willing to pay our charges, but in many cases they state plainly that if Merchants' Exchange weights could not be secured, they would stop shipping to this market.

ELEVATORS.

At all large elevators the scales are located at the top of the elevator and where a great many cars are handled, it is impossible for one man to perform all the duties which proper supervision requires. The Department has at all times sufficient number of men to enable it to station two men at these places—one man remains at the scale to see that all grain unloaded from cars or loaded into cars is correctly weighed; the other man is stationed downstairs to examine all cars and make a complete record of their seals and condition upon arrival at the elevator. It is also a part of his duty to see that cars being unloaded are thoroughly cleaned out and that all the grain is run into the scale. Where cars are being loaded out he is required to see that they are properly coopered and the doors sealed before leaving the elevator.

This Department has men in all the elevators, warehouses and mills both in St. Louis and East St. Louis, with the exception of two private warehouses in East St. Louis, Montgomery "B" and Terminal Elevator and the Mound City Elevator in St. Louis.

TEAM TRACKS.

One of the most difficult problems which the Department has had to contend with is cars unloaded at Team Tracks. There is an enormous amount of grain unloaded from cars by wagon and before this Department was established, conditions were in a deplorable state, due principally to lack of police protection on the part of Railroads and the City, and carelessness on the part of the teamster by whom this grain was hauled. Since the Merchants' Exchange has placed its own private watchmen in these yards, conditions have shown a marked improvement and are now quite satisfactory. These watchmen are enforcing the rules of the Merchants' Exchange and it is now impossible for grain to leave the yards without being weighed.

During the last four months, our watchmen in these Yards have made six arrests of grain thieves and in each instance the thieves have been convicted and five were sent to the Workhouse in default of payment of fines imposed by evidence supplied by this Department. The attempts to steal grain are less frequent. The saving to shippers owing to this police protection has amounted to thousands of dollars during the year.

Your Committee has about completed arrangements whereby tickets will be issued showing the number of the wagon, number of car, the party who hauled it, the gross, tare and net weight and the time at which each wagon was weighed, both loaded and empty. When this arrangement is completed, all grain must be weighed over Merchants' Exchange scales in order to secure a correction of freight bills. As soon as this system is perfected, an effort will be made to have it so extended that it will apply to elevators and mills.

CERTIFICATES OF WEIGHT AND BAD ORDER REPORTS.

Each deputy of this Department makes a daily report on all cars weighed by him. Certificates of Weight are made out each night and ready for delivery at 8:00 o'clock the following morning. Certificates show the weight of the contents of the car on one side and the seal numbers on the other. In the event of a car being in bad condition, a record of the defect also appears on the reverse side of the Certificate. The information recorded on the back of these Certificates has proved itself to be of great value to shippers, as it is evidence supplied by a competent and reliable disinterested person, which shows the exact condition and a complete seal record of the car when examined by us. In the event of a shortage in weight, this Certificate furnishes the shipper with proper evidence to support his claim.

TARE.

In St. Louis and in the mills in East St. Louis Certificates of Weight issued by this Department show the actual weight of the contents of the car loaded or unloaded, but in public elevators in East St. Louis and Venice, Ill., the Certificate shows the actual amount of grain and also the dockage taken by public elevators as provided for by the arrangement commission men and elevator men made and approved of by the Illinois Railroad & Warehouse Commission.

SCALE TESTS.

At irregular intervals our scale expert visits the places where the weighing is under supervision of the Department and makes a test of the hanger weights and a thorough examination of the scales, as only an expert can. When a scale is found to be out of condition, the Supervisor's office is at once notified, the scale is condemned and no further Certificates of Weight are issued on grain or hay weighed over this scale, until the proper repairs have been made and our expert is satisfied that it is in accurate weighing condition.

The City of St. Louis has an Inspector of Weights and Measures and the City Ordinances require him to test all scales twice a year. Before this Department employed a scale expert, it was the custom for the owner of a scale to rely upon the City test and he usually insisted that his scales were correct because they had been tested in accordance with the law. Upon investigation it was found that this test was inadequate,

as but a small amount of Standard Test weights had been used and it was therefore impossible to detect any fault that might exist. After making this test the City would place a Certificate on the scale certifying that it was in good condition and it was almost impossible to convince the owner that his scale was wrong, as he met all arguments by referring to the Certificate placed on his scale by the City. In one instance, the owner of a scale threatened to sue the Merchants' Exchange for condemning his scale after it had been passed by the City. In this case a thorough test was made by our scale expert who succeeded in convincing both the owner and the City scale man, that it was weighing short 7 pounds to the 1000 pounds.

Team Track Scales require frequent inspection and tests. They are sometimes located on the public streets and wagons are continually passing over them. In making a test of a Team Track Scale, the Department uses from three to five thousand pounds of U. S. Standard Test weights. After testing a certain scale and finding it in perfect condition, we secure a four-horse wagon loaded with 17,000 or 18,000 pounds and weigh it on this scale. It is then hauled about the City and taken over other Merchants' Exchange scales as a matter of comparison. We are thus enabled to readily detect any weakness in a scale or defect in its frame work, and in this manner we have been successful in keeping our Team Track Scales weighing uniformly and accurately.

The opposition which this feature of the Department's work at first received from some of the owners of the scales, has now disappeared, as they find it to their interest to have their scales weighing accurately, even if expensive repairs are found necessary, and our scale expert has been frequently requested to oversee the work of repair. On several occasions during the year the Department has been called upon by feed dealers to adjust disputes between them and their customers regarding weights, the customers having complained that where grain is hauled from cars and weighed over our wagon scale and subsequently weighed over their own scale, their weight does not hold out with ours. Our scale expert immediately made a test of both scales and in each instance, our scale was found to be correct and we have satisfied the other parties that the fault was with their scale, and the controversy has been adjusted in a manner satisfactory to all parties concerned. This has often been the means of preventing the feed dealer from losing his customer and it has caused Merchants' Exchange wagon scale weights to be recognized and accepted as correct in all parts of the City.

During the past year we have examined 180 scales, of which number 22 were condemned, and owing to our refusal to issue Certificates thereon, were repaired and are now in good condition.

HOLD TRACKS.

During the previous year it was the custom of this Department to occasionally have its deputies visit the various Hold Tracks in the City,

for the purpose of securing a record of cars that were in bad condition. During the present year this has been made a permanent feature of the Department's work and three extra deputies were employed to make daily trips to Hold Tracks, to examine the condition of cars immediately upon arrival in the City and submit Bad Order Reports on such cars as are found to be in bad condition, thus, enabling the Department to furnish the commission men with valuable information on cars which have been in bad condition enroute but had been repaired after reaching the City, and arrive at their destination apparently in good condition. A list of the bad order cars found on Hold Tracks is posted daily on a blackboard on the Floor of the Exchange, so that members are in a position to secure a Bad Order Report on their cars with as little delay as possible.

DESTINATION WEIGHTS.

A large amount of grain consigned to this market is sold on destination weights at points outside of St. Louis. This reduces the revenue of the Department to a very material extent and in many cases gives the market a bad reputation. Our records show that a large number of cars arrive in the City in bad condition. These cars lose considerable grain while being forwarded to their final destination which may be miles from St. Louis. This causes a shortage for which it is impossible for the commission man to account as these cars do not receive the same attention on arrival at outside points as they would if unloaded in this market under the supervision of the Merchants' Exchange. The shipper thinking that his grain is being unloaded here, blames this market for the shortage, and as he is unable to secure a Merchants' Exchange Certificate, he is led to believe that this Department is not supervising at least one-half of the grain unloaded in this market. Your Committee, therefore, earnestly recommends that some plan be devised making it compulsory that all grain consigned to this market or points contiguous thereto, be weighed under the supervision of the Merchants' Exchange. They further recommend that steps be taken to have the Railroads build transfer houses, such as they now have in other large markets, so that it will be possible to carry out such a rule.

VOLUME OF BUSINESS FOR THE YEAR ENDING NOVEMBER 30TH, 1905, AS COMPARED WITH THE YEAR ENDING NOVEMBER 30TH, 1904.

	1904.	1905.	Increase
Cars unloaded.....	34,611	35,518	2.6%
Cars loaded.....	13,005	15,128	16.4%
Sacks unloaded.....	252,653	268,574	6.3%
Wagons loaded.....	63,346	65,525	3.4%

Of the 35,518 cars examined, our records show that 11,312 or 31% of the total number were in bad order or not properly sealed. These defects were distributed as follows:

Number of cars leaking at grain door	2,340	6.5%
" " " " over " "	283	7%
" " " " at the box.....	2,268	6.3%
" " " " at end window.....	414	1%
" " " " not properly sealed.....	6,007	16.6%
	<hr/>	<hr/>
	11,312	30.2%

Respectfully submitted,

JAS. H. WARREN,
Supervisor.

JNO. E. GERAGHTY, *Chairman.*
M. W. COCHRANE, EDW. DEVOY,
O. A. ORVIS, JNO. J. SCHULTE,
W. A. MILLER, FRANK H. GIESELMAN,
COMMITTEE.

C. W. McCLELLAN, *Secretary.*

ST. LOUIS TRAFFIC BUREAU.

ST. LOUIS, Mo., December 15th, 1905.

To the Board of Directors of the Merchant's Exchange of St. Louis:

GENTLEMEN:—Though without a Commissioner during the greater part of 1905, the St. Louis Traffic Bureau, with the intelligent and active assistance of Mr. A. F. Versen, its Secretary, has done an amount of work and secured results that attest its usefulness and value to all commercial interests of our city.

Space fails to enumerate in detail all that has been accomplished, but suffice it to say, that, rates have been equalized, classifications adjusted, discriminations removed or minimized, tariffs amended, differentials reformed, rates and regulations improved, and customs and methods changed to an extent that few realize, and that redound to the advantage of our merchants in well-nigh all lines of trade.

The Traffic Bureau has kept in close touch with like organizations of the other Commercial Centers of the West, and with the various Associations and Conferences of Railway Officials, where interests of St. Louis were affected, directly or indirectly, and much good accomplished thereby.

Hearings before the Interstate Commerce Commission, Railroad and Warehouse Commissioners, and other bodies, have been instituted and attended, or statements, arguments and data furnished committees from the Business Men's League and Merchants' Exchange, for use on such occasions.

The information furnished shippers to correct rates given them by the railroads, and to enable them to secure refunds on expense bills, would alone justify the maintenance of the Traffic Bureau.

During the past year, at least TWENTY-FIVE THOUSAND rates have been quoted to members of the Business Men's League and Merchants' Exchange, which, in many instances, have proved of especial benefit.

Furthermore, the Traffic Bureau has issued no less than 38 general circulars regarding rates, classifications and various matter of extended interest.

The needs and development of particular and allied lines of business, doubtless warrant the employment of special Traffic Experts to forward such interests; but for the larger life and success of the public commerce of St. Louis, is required concentrated co-operation and harmonious

action of all our financial, commercial and industrial concerns, combined in a common organization, that, on all comprehensive trade propositions affecting the City of St. Louis, would safeguard and promote its welfare, by a solidarity of action and influence, that would prove well-nigh irresistible. We are much behind our rival cities in this respect, and an essential if not prime factor, that should be introduced into the situation, to give St. Louis the full reward of her strong position as the Metropolis of the Mississippi Valley, is the federation of all our commercial organizations in the support of a central and integral Traffic Bureau, that will supplement all special agencies and efforts, and give a force and effect to efforts along general lines, that no divided and selfish exertions can secure.

W. P. KENNETT,
Chairman.

The Exchange was closed on the following days during 1905:

January 2nd,	Celebrated as New Year's Day.
February 13th,	Celebrated as Lincoln's Birthday.
February 22nd,	Washington's Birthday.
April 4th,	Election Day.
April 21st,	Good Friday.
May 30th,	Memorial Day.
July 3rd,	Monday before Independence Day.
July 4th,	Independence Day.
September 4th,	Labor Day.
November 30th,	Thanksgiving Day.
December 25th,	Christmas Day.

TRADE AND COMMERCE OF
REPORT OF THE TREASURER FOR 1905.
CURRENT ACCOUNT.

RECEIPTS.

Received from Assessments.....	\$ 66,337 50
" " Transfer Fees.....	2,380 00
" " Rent Telegraph Counters.....	1,900 00
" " Drawer Rent.....	808 75
" " Samples and Sweepings.....	509 28
" " Insurance on Furniture, Fire Dec. 3rd.....	494 04
" " Flour Inspector.....	470 35
" " Interest.....	846 09
" " Non-Residents Tickets.....	130 00
" " Rent of Transportation Desks.....	90 00
	\$ 73,385 96

EXPENDITURES.

Salaries.....	19,275 40
Telegraph Account.....	14,498 80
Department of Weights.....	10,453 55
Real Estate Account.....	8,500 00
Redemption of 29 Memberships.....	5,800 00
St. Louis Traffic Bureau.....	2,729 21
Telephones.....	1,081 10
Delegations to Washington.....	1,054 85
Printing and Stationery.....	1,002 85
Furniture and Furnishings.....	909 80
Annual Report.....	824 00
Paid Overdraft at Bank.....	781 52
Attorney of the Exchange.....	600 00
Supplies for Lavatory.....	436 32
Postage.....	348 28
Taxes.....	340 93
Interstate Law Convention.....	300 00
Delegates to Louisville.....	220 65
Belcher Water.....	196 40
Insurance on Furniture.....	170 00
Promenade Concert.....	164 95
Supplies for Porters.....	160 55
Repairs.....	141 49
Books, Papers and Price Currents.....	140 40
Board of Directors.....	137 89
Delegations to Jefferson City.....	131 45
Delegation to National Grain Dealers' Convention.....	127 50
Delegation to Millers' National Convention.....	127 40
Delegates to Interstate Law Convention.....	125 90
Ice.....	116 85
Delegations to Springfield, Ill.....	116 45
Delegations to Conferences at Chicago.....	115 35
Delegates to National Hay Convention.....	100 00
Upper Mississippi River Improvement Association.....	100 00
American Reciprocal Tariff League.....	100 00
Attorney's Fees in Court.....	100 00
Judges of Election.....	88 15
Delegates Upper Mississippi River Impv. Conv.....	68 14
Delegates to River Convention, Cincinnati.....	64 20
Transportation Committee.....	64 12
In Memoriam—Ex-President Web. M. Samuel.....	58 00
Delegations to Kansas City.....	45 75
Tin Pens.....	27 50
Sundries.....	200 85
	\$72,074 06

Balance December 31st, 1905.....

\$ 1,311 91

REAL ESTATE ACCOUNT FOR 1905.**RECEIPTS.**

Balance on hand January 1st.	\$	39 52
Received from Rentals	51,598 53	
" " Current Account.	8,500 00	
" " Electric Light.	521 94	
" " Interest.	43 61	
	\$	60,703 65

EXPENDITURES.

New Improvements.	\$25,898 94	
Employees	8,927 70	
Taxes	7,585 53	
Fire Insurance.	5,695 00	
Repairs	3,326 16	
Coal.	2,889 55	
Interest on Bonds.	1,480 00	
Power for Electric Elevators.	1,197 00	
Water License.	949 00	
Rental Insurance	732 50	
Tornado Insurance	500 00	
Supplies for Janitor and Engineer.	484 73	
Removing Ashes and Sweepings.	375 50	
Casualty Insurance.	172 40	
Supplies for Lavatory.	141 18	
Elevator Insurance	97 80	
Uniforms for Employees.	77 85	
Night Signal Service.	36 00	
Printing and Stationery.	34 20	
Inspecting Elevators and Boilers	30 00	
Telephones	25 41	
Sundry Small Items.	4 90	60,654 37
Balance on hand December 31st, 1905.	\$	49 28

Bonded Debt Unpaid (not due) **\$ 37,000 00**

GEO. H. MORGAN,
Secretary and Treasurer.

We, the undersigned, members of the Finance Committee, hereby certify that we have examined the accounts of the Secretary and Treasurer for 1905, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows:

To the Credit of Real Estate Account.	\$	49 28
To the Credit of Current Account.	\$	1,311 91

T. R. BALLARD,	} Committee
MANLEY G. RICHMOND,	
THOS. B. TEASDALE,	
H. H. WERNSE,	
GEO. J. TANSEY,	

St. Louis, January 2nd, 1906.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1905.

INTERSTATE COMMERCE COMMISSION.

JANUARY 19th. It is the sense of the Board of Directors of the Merchants' Exchange of St. Louis that legislation is necessary giving to the Interstate Commerce Commission greater power, as outlined by the President in his late message to Congress.

MILLION POPULATION CLUB.

FEBRUARY 1st. The Board voted that the Merchants' Exchange become a member of the Million Population Club and appointed Mr. H. H. Wernse and Mr. M. G. Richmond as representatives with the President and Secretary.

TRANSPORTATION RATES.

FEBRUARY 1st. Messrs. W. P. Kennett, T. R. Ballard, W. H. Danforth, Geo. F. Powell and E. S. Tompkins were appointed a committee of five to visit Chicago and other places for the purpose of securing audience with leading traffic officials concerning western export and domestic rates and to secure such changes as will be for the interest of St. Louis.

IMPROVEMENT OF WESTERN WATERWAYS.

FEBRUARY 1st. *Whereas*, The Upper Mississippi River from the mouth of the Ohio to the Falls of St. Anthony is the main natural waterway of the Mississippi Valley and its full importance for the transportation of the products of the valley is rapidly increasing, and

Whereas, Its permanent improvement will conduce to the prosperity of a wide territory and benefit to the whole nation, and is made necessary not only for interstate transportation, but should be completed in time to meet the full benefit of an expanding commerce by the completion of the Panama Canal, now being constructed by the General Government;

Resolved, That the Board of Directors of the Merchants' Exchange of St. Louis therefore urge upon Congress an appropriation for the Upper Mississippi River of \$15,000,000, for the speedy carrying out of the plans for a minimum depth of a navigable channel of at least six feet at low water;

Resolved, That our Senators and Representatives in Congress be furnished with a copy of these resolutions and asked to further the movement to secure said appropriation of \$15,000,000 for the permanent im-

provement of the Upper Mississippi, from the mouth of the Illinois River to the Falls of St. Anthony, said appropriation to be expended annually under the continuous contract system in such sums as the Government engineers in charge of the work recommend can be profitably expended.

The Merchants' Exchange of St. Louis, through its Board of Directors, respectfully request and petition the Governor of the State of Missouri to send a special message to the Legislature, now in session, for the improvement of the Upper Mississippi from the mouth of the Ohio River to the Falls of St. Anthony.

The Merchants' Exchange represents the manufacturing, mercantile and producing industries of the City of St. Louis, and all the principal lines of commerce as well as agriculture.

The Mississippi River is one of the important means of transportation. The Mississippi River improved will secure cheap and direct transportation for all these products of the factory, farm and forest and call for relief.

The Government engineers in charge of this part of the Upper River estimate the work can be accomplished successfully at a cost of \$15,000,000.

The benefits which will accrue are not confined to the towns and cities immediately on the Upper River, but will extend to the interior and have its effects upon the cost of transportation in all the Upper Mississippi Valley.

The enforcement of rates is to a certain extent controlled by water rates. The commercial and agricultural interests are directly concerned in the improvement of the river; their interests are important and are entitled to recognition, as well as to provide for the needs of an expanding commerce.

While railroad rates may be obtained, there is want of competition, as well as a cheaper outlet through the Gulf to the ports of the world and by the Panama Canal, when completed. This will be afforded by an improved river. The appropriation of \$15,000,000 asked, for permanently improving the Upper Mississippi River from the mouth of the Illinois to the Falls of St. Anthony, to be expended annually under the continuous contract system in such sums as the engineers in charge of the work recommend can be profitably expended.

MANUFACTURERS RAILWAY COMPANY.

FEBRUARY 7th. The Board of Directors of the Merchants' Exchange of St. Louis, believing it to be very essential to the general prosperity of St. Louis that all possible facilities and opportunities should be afforded manufacturing and industrial establishments now in our city and that like advantages should be extended to others as inducements to locate here, recommends to the favorable consideration of the Municipal Assembly, Council Bill No. 232, giving to the Manufacturers Railway Company authority to construct and operate certain railroad tracks, upon such

ERCE OF

property rights and at the same
uring and commercial interests

UMENTS.

ors of the Merchants' Exchange
ill No. 152, being an act relating
odify the laws concerning same
of other States on the subject,
facilitate financial transactions
fit of the general public.

ATIONS.

ors of the Merchants' Exchange
on corporations of 25 cents on
vements is excessive; that it
or the benefit of other sections,

AN SERVICE.

erchants' Exchange I respect-
s to secure an appropriation of
Louis a warehouse for goods for
President.

;

ors of the Merchants' Exchange
ed by the Municipal Assembly
he April election, the question
f bonds for municipal improve-

ATION INTERESTS.

t was appointed delegate from
in Chicago with representatives
ria Board of Trade.

VANCE.

treatate Commerce Commission,

on of grain rates in the Mis-
stand, to the elevator allowance
ir own or railroad elevators, is
ppers in the primary markets,
open the Omaha Elevator case
vestigation of the present rates,
on of the fourth section of the

As a specific instance of the above, we would call your attention to the present rate of 11½ cents on export corn, Omaha to Baltimore, whereas the rate on export corn from East St. Louis to Baltimore is 14½ cents.

In view of the above, we respectfully request that an order be made by the Commission for an immediate inquiry into these conditions.

Respectfully,

THE BOARD OF DIRECTORS OF THE MERCHANTS' EXCHANGE
OF ST. LOUIS.

By OTTO L. TEICHMANN, *President*.

PRESIDENT ROOSEVELT.

MARCH 3rd. Upon the happy event of your inauguration as President of the United States the Board of Directors of the Merchants' Exchange of St. Louis extend to you their best wishes, coupled with the hope and trust that your efforts to secure equitable and just railroad supervision and regulation may be crowned with success.

RAILROAD AND WAREHOUSE COMMISSIONERS.

MARCH 3rd. Messrs. W. H. Danforth, M. G. Richmond, T. R. Ballard, R. J. Pendleton, Geo. F. Powell, John E. Hall, John Wiedmer, James W. Dye and E. F. Catlin were appointed a committee to represent the Merchants' Exchange at a meeting of the Railroad and Warehouse Commissioners to be held in St. Louis on March 8th.

INTERNATIONAL CONGRESS AT LEIGE, BELGIUM.

MARCH 14th. Mr. Phil B. Fouke was appointed a delegate to the International Congress and Chamber of Commerce and Manufacturing and Commercial Associations, to be held at Leige, Belgium, in September, 1906.

SOUVENIR FOR EX-PRESIDENT H. H. WERNSE.

MARCH 14th. The certificate and souvenir presented to Ex-President H. H. Wernse from the Philippine Jury of the Exposition and by him tendered to the Merchants' Exchange, being a compliment personal to himself and not intended for the Merchants' Exchange, the Board of Directors request Mr. Wernse to retain same as an expression of the appreciation of the Philippine Commission for the courtesies received from him during their visit in St. Louis.

WEIGHING AND RECONSIGNING.

MARCH 14th. Messrs. W. B. Harrison, E. F. Catlin and Geo. F. Powell were appointed a committee to visit the Governor of Illinois in reference to reconsignment charges now being enforced by the railroad companies in East St. Louis.

WEIGHING OF GRAIN BY WAREHOUSE COMMISSIONERS.

MARCH 21st. Messrs. T. R. Ballard, J. E. Geraghty, E. Devoy, R. F. Walker and G. J. Tansey were appointed a committee to call on

D COMMERCE OF

late Bill 296 providing for the weighing

N EAST ST. LOUIS.

allard, J. E. Geraghty, Edward Devoy, ty were appointed a committee to visit mittee on railroads in reference to the ; Grain Inspectors.

RIVER COMMISSION.

Directors and the Mississippi River Com- ident to accompany him on the morning sippi River Commission on the steamer

ROOSEVELT TO VISIT ST. LOUIS.

St. Louis, Mo., March 24th, 1906.

pleasure that the itinerary of your con- of St. Louis, but with deep regret it is made for a stay here. To the members is particularly disappointing, inasmuch pride that it was the first commercial titidue relative to Interstate Commerce ; conviction in your policy as portending ; deal to all.

n in the grand hall of the Merchants' its capacity. The Board of Directors as at any hour that may suit your con- rge and interested audience. Such an our trip a few hours and we trust you tunity to address the commercial inter- portant question.

bly consider this invitation, I subscribe Directors.

Very respectfully,

OTTO L. TEICHMANN,
President.

NAL ARBITRATION.

ise was appointed a delegate to the con- tion to be held at Mohonk Lake, N. Y.,

NAVAL RESERVE.

ectors heartily approve and endorse the to the citizens of St. Louis their hearty oint the following committee to solicit

subscriptions: Hon. E. O. Stanard, Chairman, and Messrs. M. G. Richmond, O. L. Whitelaw, T. S. McPheeters, H. H. Wernse, T. B. Teasdale, R. J. Pendleton, T. R. Ballard, H. S. Potter, J. J. Wertheimer, W. K. Kavanaugh and G. J. Tansey.

INTERSTATE COMMERCE COMMISSION.

MAY 9th. Messrs. W. P. Kennett, T. R. Ballard, Edw. Devoy and Geo. F. Powell were appointed a committee to proceed to Washington and appear before the Senate Committee on Commerce to urge the enlarging of the powers of the Interstate Commerce Commission as outlined by President Roosevelt.

DUTY ON GRAIN IN GERMANY.

MAY 9th. St. Louis, Mo., May 9, 1905.

Hon. John Hay, Secretary of State, Washington, D. C.:

DEAR SIR—As you are aware the corn crop of the United States is the most valuable of all the cereals produced and while only a comparatively small portion is exported to foreign countries, efforts are constantly being made to increase its use in Europe as food both for man and beast.

The total exports for the fiscal year, ending June 30th, 1904, were 55,858,965 bushels of a value of \$30,071,334, of which Germany took 13,208,725 bushels of a value of \$7,157,959. For the eight months ending February, 1905, we sent to Germany 9,893,020 bushels, valued at \$5,228,588.

We are advised that a new tariff has been adopted by the German Government increasing the duty on American maize from 16 marks to 30 marks per 1000 kilos, while the duty on Russian barley, which is used for food in competition with American maize, has been reduced from 20 marks to 13 marks. The duty thus imposed on corn is equal to 18.08 cents per bushel against 6.72 per bushel on barley, and this discrimination is likely to shut out the American product from the German market.

The Merchants' Exchange of St. Louis, in common with other Exchanges of the country, respectfully calls your attention to these facts in the hope that the State Department may be able to so influence the German Government that this increase in the duty on American maize may be prevented and a market maintained in Germany for our great staple.

MILLERS NATIONAL FEDERATION.

MAY 9th. Messrs. Wm. C. Ellis, John E. Geraghty and E. L. Wagoner were appointed delegates to the meeting of the Millers National Federation to be held at Kansas City, June 7 and 9.

GRAIN DEALERS NATIONAL ASSOCIATION.

MAY 9th. Messrs. T. B. Morton, John J. Schulte and H. W. Daub were appointed delegates to the meeting of the Grain Dealers National Association to be held at Niagara Falls, June 2nd and 3rd.

COLISEUM.

JUNE 2nd. *Whereas*, The St. Louis Light Artillery Association contemplates the acquisition of the old Coliseum on 13th Street and the erection of same on the present grounds of the Armory on Grand Avenue and the abutting property, and for this purpose desires to increase its capital stock, and

Whereas, Very favorable terms have been offered by the owners of the present Music Hall and Coliseum and it is necessary to raise from the citizens of St. Louis subscriptions to the amount of about \$140,000 to carry out the plans of the Armory Association, and

Whereas, The necessity for securing a larger building for conventions and other purposes will not be disputed and a very favorable opportunity is now offered to secure the same and to hold the place St. Louis now occupies as a great convention city; therefore,

Resolved, That the Board of Directors of the Merchants' Exchange of St. Louis heartily approves this laudable effort of the Armory Association and recommends the same to the favorable consideration of all the people of St. Louis.

CREEK TRIBAL TAX.

JUNE 7th.

ST. LOUIS, June 7, 1905.

Hon. E. A. Hitchcock, Secretary of the Interior, Washington, D. C.:

The Merchants' Exchange of St. Louis is advised that a committee of business men from the Creek Nation are enroute to Washington to request the Honorable Secretary of the Interior to stay the enforcement of the Creek tribal tax pending the decision of the Supreme Court of the United States as to its validity. If said request can properly be granted without the interests of the Government suffering thereby, the undersigned, in behalf of the commercial community of St. Louis, that is so largely interested in the prosperity of the Creek Nation and so closely connected in business relations, respectfully but earnestly requests the Honorable Secretary of the Interior to give the wishes of the business men of the Creek Nation such favorable consideration as they merit.

NATIONAL HAY ASSOCIATION.

JUNE 13th. Messrs. T. R. Ballard, Louis Weinberg, Charles F. Beardsley, D. S. Mullally, Henry W. Mack, W. H. Karns and T. P. Forman were appointed delegates to the meeting of the National Hay Association, to be held at Toledo, July 18th to 20th.

OHIO VALLEY IMPROVEMENT ASSOCIATION.

JUNE 13th. Capt. Isaac M. Mason and Mr. Frank Gaiennie were appointed delegates to a conference to be held at Cincinnati, June 29th and 30th, for the purpose of devising and carrying out a plan for holding a National Waterways Convention during the early part of the next session of Congress.

MISSISSIPPI RIVER COMMISSION.

JUNE 13th. A committee consisting of the Board of Directors, the Mississippi River Committee and Messrs. E. O. Stanard, O. L. Whitelaw and Wm. P. Kennett were appointed a committee to call on the Mississippi River Commission on the 19th inst.

NATIONAL IRRIGATION ASSOCIATION.

JUNE 21st. The Board of Directors of the Merchants' Exchange of St. Louis, believing that the reclamation of the arid regions of the great West by irrigation, the preservation of forests and the distribution of public lands to actual settlers is a matter of the greatest importance to the entire nation, and more especially to the Central West, and that the action of the Government in undertaking the great work of irrigation should be endorsed by the people, and further, that the work of The National Irrigation Association, and its allied associations, has done and is doing much good by bringing to the knowledge of the people the great benefits to be derived from the carrying out of these great projects, does hereby express its approval of the plans and purposes of The National Irrigation Association and recommends same to the business men of St. Louis for their endorsement and support by becoming members of The National Irrigation Association and thereby assisting said organization in carrying on its educational campaign throughout the whole country.

EX-PRESIDENT WEBSTER M. SAMUEL.

JUNE 24th. At a meeting of the Ex-Presidents and the Board of Directors, resolutions of respect to the memory of Webster M. Samuel, an Ex-President of the Exchange were adopted.

INTERSTATE COMMERCE COMMISSION.

JUNE 29th. Messrs. Geo. F. Powell, W. B. Harrison, F. P. Brockmann, Maxwell Kennedy and A. P. Richardson were appointed a committee to attend the meeting of the Interstate Commerce Commission to be held at Louisville, Ky., on the 14th of July next.

RECONSIGNING CHARGES.

JULY 6th. The Transportation Committee acting in conjunction with the President was authorized to confer with the Board of Railroad and Warehouse Commissioners of Missouri and the Attorney General of the State in reference to the enforcement of its late ruling in reference to re-consignment charges, and to take such action as may be deemed necessary and the services of the Attorney of the Exchange were placed at the disposition of the President and committee. The following committee was appointed to wait on the Warehouse Commissioners and the Attorney General: Mr. T. R. Ballard, Chairman, and Messrs. T. B. Morton, Marshall Hall, E. F. Catlin, J. S. McClellan, E. L. Waggoner and A. P. Richardson.

DE OF

the Merchants' Exchange of markets for the surplus production taken and proposed by very largely the import duty t seriously affect the export to such vast proportions and tion; joins with other commercial Government to carefully th a view to such legislation commanding position in the

eatedly pronounced in favor ternal and foreign trade has policy, nevertheless we believe dustries are now so firmly sessions can be made to other d with profit to all.

community, respectfully but Cabinet and the Congress of iprocity treaties or modification States the maintenance on a parity with the most reatened loss to the foreign

VENTION.

Whitelaw and Wm. P. Kendall Reciprocity Conference to to urge the wisdom of sub-al of reciprocity for that of

IS-MISSISSIPPI COMMERCIAL

John W. Noble and Mr. W. H. National Irrigation Association, and the Trans-Mississippi place August 15th.

' RATES.

P. Richardson were appointed go on the 25th inst., of rep-Louis to consider the South-

GOVERNMENT CROP REPORT.

ST. LOUIS, Mo., July 28th, 1905.

Hon. Jas. Wilson, Secretary of Agriculture, Washington, D. C.:

Assistant Secretary Hays announces through the press that on August 10th, the Government crop report will be issued at 12 o'clock noon, instead of 4 p. m. The Merchants' Exchange of St. Louis is not in favor of changing the hour for issuing the report and respectfully request you to withhold making any change until the Boards of Trade and Exchanges of the country can be heard. We believe the change is against the interests of the grain exchanges.

OTTO L. TEICHMANN,

President Merchants' Exchange.

YELLOW FEVER.

AUGUST 8th. The officers and directors of the Merchants' Exchange of St. Louis learn with sincere regret of the existence of yellow fever in several of our sister cities of the South, in consequence of which merchants from that section may, while visiting St. Louis, be deprived of the facilities of their home Exchanges; desirous, therefore, of extending that hospitality always accorded by the Merchants' Exchange to business men of other cities, it is ordered that the courtesies and facilities of this Exchange be extended to such merchants during their stay in our city.

INTERSTATE COMMERCE LAW CONVENTION.

AUGUST 8th. The Board of Directors of the Merchants' Exchange of St. Louis endorses the movement of the Interstate Commerce Law Convention to call a conference at an early date to foster the effort to secure effective legislation for the regulation and supervision of railway rates and urges upon Congress to take action as outlined by President Roosevelt.

RECEIVERS AND SHIPPERS ASSOCIATION OF CINCINNATI.

AUGUST 8th. The Merchants' Exchange of St. Louis heartily endorses the ends sought to be accomplished by the petition to the President of the United States, of the Receivers and Shippers Association of Cincinnati, Ohio, and it respectfully asks that the President call the especial attention of the Attorney General of the United States to the existence of the alleged combinations, conspiracies and monopolies among said common carriers to establish and maintain illegal and unjust rates and regulations for the carrying of freight over their lines, and that such action be taken before the proper tribunal in the manner found to be authorized, to prevent the continuance of such illegal combinations, conspiracies and monopolies; or, if need be, that the President call the attention of the Congress to the evils referred to, that suitable prohibitory legislation may be enacted in this behalf.

The President is authorized to appoint one or more delegates to attend a convention of representatives of commercial organizations of

Western cities, which may be held in the near future, with a view to endorsing the petition presented by the Receivers and Shippers' Association of Cincinnati, Ohio.

GOVERNMENT CROP REPORT.

AUGUST 24th. The Agricultural Department was requested to return to the former custom of publishing the crop reports.

TELEGRAMS TO ENVOYS OF RUSSIAN AND JAPANESE GOVERNMENTS, PORTSMOUTH, N. H.

SEPTEMBER 1st. The Merchants' Exchange of St. Louis, representing the commercial and manufacturing interests of the city, earnestly hope that you will accept the invitation to visit St. Louis with your suite, and thus give the citizens of the fourth city of the United States an opportunity to express their friendship for your country and their appreciation of your efforts in behalf of peace.

INTERSTATE COMMERCE LAW CONVENTION.

SEPTEMBER 12th. Messrs. W. P. Kennett, T. R. Ballard, W. H. Danforth and Geo. F. Powell were appointed delegates to the Interstate Commerce Law Convention to be held at Chicago in the latter part of October.

UPPER MISSISSIPPI RIVER IMPROVEMENT CONVENTION.

SEPTEMBER 12th. Messrs. Isaac M. Mason and Edward E. Scharff were appointed delegates to the Fourth Annual Convention of the Upper Mississippi River Improvement Association to be held at LaCrosse, Wis., October 10th and 11th.

INTERSTATE COMMERCE COMMISSION.

Messrs. Geo. F. Powell, A. P. Richardson, A. F. Versen and W. B. Harrison were appointed a committee to appear before the Interstate Commerce Commission at Washington in the Louisville rate case.

A FAST MAIL TRAIN.

SEPTEMBER 22nd. The Board of Directors of the Merchants' Exchange of St. Louis join with the people of Southwest Missouri, Arkansas, Texas, Kansas, Oklahoma and Indian Territory in petitioning the Honorable Postmaster-General to take the necessary steps to install a fast mail train on the St. Louis & San Francisco Ry. from St. Louis to the great Southwest.

No part of this vast country is developing more rapidly or has a more promising outlook for the future as that portion which will be benefited by this fast service, and this Board urgently requests that favorable consideration be given the petition presented looking to the early installment of this service.

ST. FRANCIS RIVER IMPROVEMENT.

OCTOBER 10th. The Board of Directors endorsed the movement to improve the St. Francis River and believe this work should be done by the general Government, and that the Secretary of the St. Francis River Improvement Association be notified that the Directors Room of the Exchange is at their disposal to present their case to a meeting of business men.

FREE BRIDGE.

NOVEMBER 14th. The Board of Directors of the Merchants' Exchange endorses the movement for a free bridge and recommends that the Municipal Assembly include in the proposed bond issue a practical legal provision for a railroad and wagon bridge.

IMPROVEMENT OF ILLINOIS RIVER.

NOVEMBER 14th. The Board of Directors of the Merchants' Exchange of St. Louis, recognizing that the improvement of the river system of the Central West will be greatly benefited by providing a deep navigable waterway between the Great Lakes and the Mississippi River, heartily endorse the plan for the improvement of the Illinois River so that in connection with the Chicago drainage canal a channel of at least fourteen feet may be secured from Lake Michigan to the Mississippi River, and therefore respectfully request the Honorable Senators and Representatives from Missouri to favor an appropriation for this work in the interest of cheap transportation for the products of the Mississippi Valley.

MISSISSIPPI RIVER COMMISSION.

NOVEMBER 14th. The Board of Directors and the Mississippi River Committee were requested to meet in the Directors Room on the morning of November 18th, to accompany the President on a call on the Mississippi River Commission.

NATIONAL IRRIGATION ASSOCIATION.

NOVEMBER 23rd. The Board of Directors of the Merchants' Exchange of St. Louis learn with pleasure that a section of the National Irrigation Association is being organized in this city and hereby endorse the movement and the efforts constantly being made by that association for the irrigation of the arid lands of the West.

NATIONAL RIVERS AND HARBORS CONGRESS.

NOVEMBER 23rd. Messrs. W. P. Kennett and Edward E. Scharff were appointed delegates to the meeting of the National Rivers and Harbors Congress, to be held in Washington on January 15th.

ST. LOUIS POSTOFFICE.

DECEMBER 12th. The Board of Directors of the Merchants' Exchange of St. Louis respectfully represent that the needs of the local postal

service require the early completion of the Postoffice building adjacent to the Union Station in St. Louis, for which an appropriation of \$550,000 has already been made and of which some \$350,000 remains unexpended.

The increase in the business of the St. Louis Postoffice, consequent upon the growth of the city, and the territory supplied through the St. Louis office, makes an urgent need for a further appropriation to secure the additional space needed and for the early construction of the building, and the Board of Directors, therefore, respectfully, but earnestly urge upon the Honorable Committee of Public Buildings and Grounds to secure the needed legislation to carry to completion the erection at an early date of a building commensurate to the needs of the service and with the position of the great and rapidly growing City of St. Louis.

CONSULAR SERVICE.

DECEMBER 19th. The Board of Directors of the Merchants' Exchange of St. Louis realizes to the fullest extent the need of the reorganization of the Consular Service, in the interest of the constantly expanding commerce of the country, on a genuine business basis. This Board is of the opinion that appointments should be made on account of personal qualifications only and that merit should be recognized in promotions, and further, that the pernicious fee system should be abolished and liberal salaries be paid commensurate with the importance of the position and that greater efficiency would be obtained by a more secure tenure of office.

The Board of Directors therefore heartily approves and endorses the bill introduced by Senator Lodge, known as S. 1345, and respectfully but most earnestly requests the Honorable Senators from Missouri to favor its passage in the Senate and the Honorable Representatives in the House to give it their earnest support when presented for their consideration.

LOUISVILLE RATE CASE.

DECEMBER 19th. Messrs. E. L. Waggoner, W. B. Harrison and A. F. Versen were appointed a committee to attend a meeting to be held at Louisville in reference to railroad rates.

PRESIDENT OTTO L. TEICHMANN.

JANUARY 9th. The Board of Directors of the Merchants' Exchange, on their own behalf, and in behalf of the membership, wish to make grateful acknowledgement of the valuable services rendered by Mr. Otto L. Teichmann as President during 1905. Through his untiring efforts the Merchants' Exchange of St. Louis has increased in prestige and prominence as one of the most important commercial bodies of the United States;

Be it Resolved, That a unanimous vote of thanks be recorded for his able leadership and self-sacrificing devotion to the duties which devolved upon him as their executive officer.

MERCHANTS' EXCHANGE OF ST. LOUIS.

The commercial organizations of the United States are important factors in the commercial life of the nation, and, being composed of active, progressive representatives of the various lines of trade, voice public sentiment and direct public thought in all matters pertaining to the public welfare. Many of these organizations are deliberative bodies only, their purpose being to look after, develop and direct, as far as may be, the business interests of the community; others are of a national character and consider matters which affect the country as a whole, while others are trading organizations where merchants and manufacturers meet to buy and sell and encourage business in their various lines.

To the latter class belongs the Merchants' Exchange of St. Louis, the largest commercial organization west of the Mississippi River. It is the legitimate successor of the St. Louis Chamber of Commerce, organized in 1836, which was the first Exchange organized in this country for the purpose of trading. It is an active, progressive body of over seventeen hundred members, representing primarily the dealers in grain and other farm products, but including also in its membership other commercial, financial and manufacturing interests of the city, as well as many of the professions. The active members represent banks and trust companies, the grain trade, the packing and provision business, rail and river transportation, insurance, jobbing and manufacturing, but the principal business transacted on the floor is in grain and other products of the farm in a natural state and in the manufactured product. It represents the business activities of the city and is one of the most important factors in developing the commercial interests of St. Louis.

Its Board of Directors gives special attention to all matters of public interest pertaining to the city, State or Nation, and the Exchange is always represented at conventions where matters of national importance are considered.

The Exchange furnishes full and complete telegraphic information of foreign and domestic markets relating to grain, provisions and live stock, as well as New York Stock Exchange quotations, and all information obtainable which may be useful to the members is bulletined daily.

The transportation interests of the city are carefully guarded by the Exchange Traffic Bureau and Transportation Committee and discriminations corrected and concessions secured wherever possible. It maintains various standing committees, which look after the varied interests of the Exchange and report to the Board of Directors such action as

seems necessary to be taken in connection therewith. It also maintains a Department of Weights whose duty it is to supervise the weighing of grain and other commodities and report condition of cars, etc. It also appoints inspectors of flour, provisions, seed and other articles commonly dealt in by members of the Exchange.

The Merchants' Exchange own and occupies one of the most imposing and substantial business buildings in the city, covering two-thirds of an entire block. The Grand Hall, in which the daily sessions are held, is 210 feet in length by 90 feet in width, and is unsurpassed in any city. Distinguished men of national and international reputation are received here and given an opportunity to address the members of the Exchange and business men generally, and it is an attractive place to entertain visitors to the city. It has established rules and regulations intended to maintain uniformity in the commercial usages of the city and for the conduct and regulation of business transactions and business obligations, with a view to avoid and adjust controversies and misunderstandings arising between members, and to promote the business interests of the city.

IMPORTS AND EXPORTS OF THE UNITED STATES.

From Bureau of Statistics, Department of Commerce and Labor,
Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (-) twelve months 1904 and 1905.
	1903.	1904.	1905.	
MERCHANDISE.				
Imports—Free of Duty.....	\$ 487,480,238	\$ 490,618,708	\$ 580,751,860	\$+ 40,185,267
Dutiable	558,084,089	545,322,487	648,606,686	+108,814,899
Total.....	\$ 995,484,327	\$1,035,909,190	\$1,179,358,546	\$+148,449,656
Exports—Domestic.....	\$1,457,647,188	\$1,435,711,388	\$1,599,898,926	\$+178,685,898
Foreign.....	27,105,909	25,807,507	27,565,417	+ 1,957,910
Total.....	\$1,484,753,098	\$1,461,518,740	\$1,626,464,343	\$+175,648,606
Excess of Exports.....	\$ 489,268,766	\$ 415,409,550	\$ 447,005,897	\$+ 82,196,347

IMPORTS AND EXPORTS OF MERCHANDISE.

ST. LOUIS.

The fourth city of the United States in population.
The largest and most important city in the Louisiana purchase.
The largest manufacturer of tobacco in the world.
Has the largest drug house in the United States.
Has the largest woodenware house in America.
Has the largest hardware house in the country.
Is the best dry goods market west of the Alleghenies.
Has the largest shoe house in the world.
The largest shoe distributing city in the Union.
Is the second largest millinery market in America.
The largest inland coffee distributing center.
One of the great railroad centers.
The principal city on the longest river in North America.
The largest hardwood lumber market in America.
Makes more street and railroad cars than any other point.
The largest horse and mule market in the world.
Holds fourth place as a manufacturing center.
Has the best rapid transit system known.
Leads in output of American-made chemicals.
Prominent in manufacture of proprietary medicines.
Receipts of grain in 1905, 61,839,011 bushels.
Receipts of flour in 1905, 2,529,780 barrels.
Flour manufactured in 1905, 1,285,537 barrels.
Flour shipped in 1905, 3,472,609 barrels.
Banking capital and surplus, 1905, \$83,511,220.
Bank clearings in 1905, \$2,899,798,979.
Leads in manufacture of stoves and ranges.
Tonnage received and forwarded in 1905, 39,512,088.
Death rate per thousand in 1905, 15.12.
Largest brewery in the United States.
Has 97 public schools, with 89,401 scholars.
Largest and most complete railway station in America.
Has 23 public parks, containing 2,183 acres.
St. Louis post-office ranks first in ratio of expenses to receipts.
Receipts at St. Louis post-office in 1905, \$3,470,410.
Pieces of mail matter originating in St. Louis in 1905, 330,659,050.
Is renowned for beautiful residence districts.
Has 19 miles of river front.
Real estate transfers in 1905, \$79,496,331.
Value of buildings erected in 1905, \$23,434,734.

41

[illegible]

REVIEW 1905,

It is not extravagance to say that the trade reports from St. Louis for the year 1905 will make St. Louis the reputation among investors of being the soundest and most promising business city in the United States.

In the commercial world it was expected that the whole business of St. Louis would have difficulty in holding its own after the three years stimulation of the World's Fair, and had the figures of the volume of business during 1905 shown even equality with those of 1904, the city's reputation for commercial solidity would not have suffered. Even a slight decrease in the trade figures would have been tolerated and received without surprise.

The actual figures, however, when made up at the end of the year by the Clearing House, the commercial agencies of Dun and Bradstreet, the real estate and building offices of record and the tonnage business of the railways, which show the actual amount of freight received and shipped, showed such an advance in every kind of business, such a growth of the city and such an increase of population that they were received at first with a bit of incredulity, which of course disappeared when the authoritative statements were issued.

Naturally, one who is examining the business conditions of a city will look at the figures showing the general situation before going into details, and the Clearing House reports are, as a rule, the first sought. The clearings of St. Louis for 1905 were \$2,899,798,979, an increase of \$106,565,061 over the clearings of 1904, and a gain of \$1,210,949,485 in five years, since 1900, when the clearings were \$1,688,849,494. The bank statements, condensed elsewhere, are most satisfactory to the conservative financier who likes to see a safe reserve and a sound ratio between the capital and the deposits. The St. Louis banks have always been noted, too, for abstinence from speculative business, confining themselves to a sound commercial business.

The reputation of St. Louis as the great money center of the Middle West, is being every year strengthened by the wonderful growth of the states and territories commercially linked to it, Arkansas, Louisiana, Missouri, Iowa, Kansas, Nebraska, North Dakota, South Dakota, Minnesota, Texas, Indian Territory and Oklahoma. The population of this section of the country was increased by nearly seven million people in fourteen years, and the value of its crops has increased in the same time by more than one billion dollars. St. Louis furnishes most of the money for the movement of these enormous crops and no longer goes East for it.

The value of the manufacturing output of St. Louis has also steadily grown during the past year. During 1905 eighty new factories were established in St. Louis, employing a capital of \$12,764,000. The manufacturing census of St. Louis furnished by the Census Bureau towards the end of 1905 shows that the city retains its rank as the fourth manufacturing city of the United States, with a value of manufactured products amounting to \$267,004,314. This is an increase of 37.8 per cent. since the census of 1900, a larger increase than has been credited to either of the other three large manufacturing cities by the government reports. This growth of the manufacturing industry of St. Louis is due to the cheapness of manufacturing here and the very great advantage the city has over its competitors as a distributing center. Coal is furnished to the manufacturer of St. Louis at \$1.55 per ton, which is less than at any other manufacturing city.

The conditions under which manufacturing is being conducted in the East are becoming more and more difficult and there is a continual emigrating movement going on there of which St. Louis receives a very large share of benefit.

The jobbers of St. Louis all report a substantial increase of business over that of 1904, and the retail business which of course profited more than the wholesale business by the extraordinary World's Fair year, has held up to satisfactory figures, to a large extent, on account of the facilities which have been furnished during the past year to shoppers out-of-town by the new trolley railways and on account of the knowledge which people got during the World's Fair of the resources of the big St. Louis shopping district. It is a very common thing now for people who live in small towns, or in the country as far away as 200 miles from here, to come to St. Louis once a month or oftener and make most of their purchases here. The development of the suburban trolley systems in Missouri and Illinois will in the future make this contribution to business very much greater.

The reports of the real estate and building operations during 1905 have been as pleasing as those from the manufacturers and banks, and they show that there was no unwholesome injection of optimism into this part of the city's business during the World's Fair. The value of real estate in the city, now \$468,903,700, has increased more than \$74,000,000 in five years. Real estate to the value of \$79,496,331 was sold last year, the sales of 1904 having been \$42,289,256. In 1904, the money was transferred in 10,172 transactions, and last year there were 15,422 separate transactions. The cause of this was that in 1905 many more home-buying and home-building people came to St. Louis. The record of the building proves this, too. Last year the buildings put up in St. Louis cost \$23,-434,564, while in the World's Fair year the buildings that went up cost \$14,075,794, and the year before that \$14,544,430. A gain over 1904 of 65 per cent.

The development of the trade territory of St. Louis in the southwest by railroad building was a very important factor in the business increase

of the city, 1,106.26 miles of new track having been laid in the states and territories of this section. The effect of this development will be felt largely during 1906, probably more than it was last year, as the towns which have profited by the railroad building grow and attract immigration from the East.

The tonnage showing of St. Louis for 1905 corroborates the other figures. In 1905 the freight carried in and out of the city was 39,512,088 tons, which is 2,083,088 more than the tonnage received for 1904, that is 37,429,000 tons.

The Post Office receipts and general volume of mail handled increased of course, from the normal, increasing with the other business and almost equalled the phenomenal amount of the World's Fair year, when the office was serving the thousands of visitors as well as the actual population. The Post Office handled 27,161 tons of mail during the year, and received \$3,470,410.00 from all sources. The St. Louis Office is one of the few in the United States where the service is aided by pneumatic tubes and postal street cars, and the service will be still further improved when the new Post Office Building at 18th and Clark avenue is finished.

St. Louis leads all the large cities of the United States in the manufacture of boots and shoes and ranks even with Lynn, Brockton and Haverhill, where this industry is specialized and little else is done.

St. Louis is now admitted to be also, aside from its manufactures, one of the most important jobbing centers for the business. Since the census of 1900 fifteen factories have been built in St. Louis and the total capacity has increased 80,000 pairs a day. The purchases of the St. Louis jobbers from Boston have decreased yearly, as the home factory capacity has increased. It is believed by the most careful observers that when the next manufacturing census is taken St. Louis will be found to rank next to Lynn, with Brockton second. The whole jobbing of the business is estimated for 1905 at \$50,000,000, a very large increase over the business of 1904.

The manufacturing census credits St. Louis with having built cars for steam and street railways to the value of \$8,572,267 last year. Four large plants are operated here and cars are shipped all over the world, so that the St. Louis traveler abroad frequently in times when he does not expect it sees the name of his city on the car in which he is riding. The value of the cars built in St. Louis last year of all kinds was over \$25,000,000, and the value of the cars of all kinds sold from St. Louis in 1905, including the manufactures of the city and the product of the factories located in other towns but controlled here was nearly \$75,000,000, about 75,000 cars altogether having been sold. The American Car & Foundry Company, the largest builder of railway cars in the country has orders on its books now for cars that would make a line more than 700 miles long. Car seats of all kinds are made in large quantity in St. Louis, being a specialty of the city's furniture manufacturing. This industry is growing rapidly here. There are now forty-seven furniture factories in the city,

with an output of nearly \$4,000,000, and the jobbing trade amounts to nearly twice that.

St. Louis is famous as a market for dry goods, millinery and notions, and has for years carried off from strong competition very heavy government contracts. Several houses manufacture in the city much of the goods they job, shirts, overalls and underwear and others buy the total output of factories elsewhere, especially in hosiery. The sales in these three lines for 1905 are estimated at \$68,000,000.

St. Louis has a well-earned reputation as a manufacturer and distributor of drugs, chemicals, patent medicines, paints and oils. The business in all of these lines grew in 1905 over the figures of 1904, even in the paint and oil business, which had an unusual demand made on it by the World's Fair building. There are seventy-nine factories in St. Louis making patent medicine and compounds, and they alone put out last year a product valued at \$3,313,156. The seventeen paint factories turned out a product valued at \$5,693,377. The nine chemical factories put out a product valued at \$3,248,879. The sales of drugs and chemicals and patent medicine for the year was \$22,999,000; of white lead \$3,500,000, and of paints and oils \$8,500,000, the total sales in all these lines, generally grouped together, being \$34,999,000, an increase of more than \$2,000,000, over the sales of 1904.

One of the greatest of the St. Louis lines of business, looked at from the standpoint of capital invested and tonnage in and out is the lumber business, which is growing very fast from year to year. St. Louis is now the most important distributing point in the United States, its location as the gateway to the forests of the South, and its ability to receive lumber by the river as well as by rail, having combined to make it so. The business of the lumber dealers in St. Louis for 1905 was \$45,669,000, of which between nine and ten million represents hardwood. St. Louis will continue to occupy this position so long as the Southern and Southwestern forests last.

The tobacco business of St. Louis is enormous. The census reports of 1905 value the output of smoking, chewing tobacco, snuff and cigarettes at \$29,659,317. The city is the largest manufacturer of plug tobacco in the world, \$21,200,000 being the value of that part alone of the 1905 product.

St. Louis is not the largest beer-making market of the United States, but it is one of the largest, and it has the largest brewery of the world, and the one which is the most widely known. The breweries of the city last year made and sold 2,682,610 barrels of beer, valued at about \$22,000,000, which is an increase of \$1,000,000 over the value of the 1904 output, \$21,000,000.

Another very important and fast-growing business of St. Louis is the sale of railway supplies and heavy hardware. In 1904 this amounted to about \$20,000,000 and last year the business increased about \$5,000,000, going up to \$25,000,000. The sales of steam-fitters' and plumbers' supplies are estimated at \$6,500,000.

TRADE AND COMMERCE OF

sales of general or shelf hardware, for the distribution of which St. Louis has gained world fame, increased by more than \$5,000,000, to \$35,000,000. The largest and best known hardware house in the world is in St. Louis, a house whose trade in the United States has been so extensive that it has lately established branches in five different parts of the country, even invading the East for the establishment of one

output of the St. Louis factories which make steel castings and machine shop products of all kinds is given a value by the latest census reports of over \$22,000,000, in 1905. If to this be added the product of factories located across the river, the value of the output will be increased by nearly \$6,000,000, which would make it \$28,000,000. The output of the factories in St. Louis increases every day and the city is growing in rank in this industry.

The gross sales of the grocery business during 1905 are estimated by conservative houses at \$65,000,000, which is something less than the amount done during the World's Fair. In 1904 the business, of course, was extraordinary, very large stocks having been laid in in expectation of a demand to come from the hotels, boarding houses and restaurants. Grocers of groceries anticipate a remarkable year in 1906, as stocks are everywhere, and early orders indicate a large demand.

The total is \$65,000,000, about \$10,000,000 is to be credited to the coffee and spice trade. St. Louis is one of the largest mixing and distributing markets for coffees in the United States, and has several houses whose careful preparing of excellent blends of coffees and very intelligent advertising have spread the fame of the city as a coffee center. The business has never stood still but is increasing fast from year to year. St. Louis is distinguished all over the world for its fur trade, an appropriate thing, since its founder, Pierre Laclède Liguist, was a fur trader. While London and New York are the largest dealers' markets in the world, St. Louis is the greatest primary fur market, the market where the most furs are received from the trappers. St. Louis houses buy their furs from the Alaskan and Canadian trappers through agents whom they send to these countries every year, buy them here and then sell them to the fur dealers in this country and abroad.

The business during the past year was very much greater than the year before, amounting to \$7,000,000, that of 1904 having amounted to \$6,000,000. One very large house increased its business by about 30 per cent, and is now selling more than \$30,000 worth of goods every day.

The lumber business which has helped to make the reputation of St. Louis is that of the manufacture and sale of woodenware of all kinds. These goods are made in St. Louis by six factories. The sales of these goods are somewhat larger than the amount of 1904, estimated at \$1,000,000.

The electrical supply business has flourished perhaps more than other manufacturing and jobbing in St. Louis during 1905, the business

being highly stimulated by the growth of suburban trolley systems, town lighting and the unusual building that went on in St. Louis and the towns supplied from here during the year. The whole business, the houses report, has increased nearly 20 per cent, which is a larger percentage of increase than has been shown by other businesses. The sales of electrical supplies proper were about \$3,000,000, of electrical machinery about \$1,500,000, and of lamps about \$6,000,000.

The excellent crops and the great development of the farming country dependent on St. Louis for its supplies have brought about during 1905 a very large business for the dealers in agricultural implements. There are two factories of agricultural implements in St. Louis, but most of them sold here are made elsewhere. The business during 1905 amounted to \$16,500,000, a very satisfactory increase of \$1,500,000 over the business of 1904.

The meat packing of St. Louis is one of the largest of its industries. There are fourteen houses engaged in the business, and the packing house product in 1905 was sold for \$17,168,259.

The largest paper houses of the central west are located in St. Louis, and they job all over the West, Southwest and South, supplying most of the newspapers in those sections. The sales last year were more than \$8,000,000, the business having been somewhat better than that of 1904.

The manufacture and sale of carriages and wagons, buggies and parts for vehicles is one of the very largest industries of St. Louis. There are 101 factories engaged in the making of vehicles, three of them devoted to the making of children's wagons and sleds. Their output in 1905 was valued at more than \$6,000,000, and the total sales amount to more than \$8,000,000. Three factories operated in St. Louis during 1905, making automobile bodies and parts. Two factories are making the whole automobile, and will largely increase their output this year. The sale of automobiles in St. Louis was given a very large impetus by the World's Fair, and by the street building that has been going on in St. Louis during the past three years, and there has come to be a demand for the motors from the country towns near by. The dealers believe that the business will grow this year, and look also for the establishment of more factories.

The jobbing sales of hats and caps for St. Louis for 1905 were about \$4,500,000, the business holding well up everywhere, and increasing greatly in some sections. The city supplies the South and the Southwest, where the soft hat is in favor, and so is the chief market of the United States for this kind of head gear.

There are seven factories in St. Louis making trunks, valises and traveling bags of all kinds, and this industry is growing. The local product of last year was valued at nearly a million dollars, and the sales amounted to more than \$2,500,000.

The manufacture of clothing for men and women has increased largely. The sales were recorded for 1904 as \$7,000,000. The output of the forty-

six factories during 1905 is given by the census as \$8,572,267, and the sales of the jobbing clothing houses were considerably more than this.

The great amount of building in the city and in its trade territory during 1905 very greatly helped the glass business, which increased over the figures of the World's Fair year, although at that time there was an unusual demand for glass of all kinds. The sales of plate and window glass, nearly all of the plate glass sold being manufactured here, amounted to \$3,000,000. Two of the largest plate glass factories in the United States sell their product from St. Louis.

The manufacture and sale of stoves, ranges and furnaces added to the volume of St. Louis business in 1905 more than \$8,500,000. There are 14 factories engaged in this industry here, besides two which make nothing but gas and oil stoves, and the local output alone was valued at \$5,523,277.

St. Louis has for many years been regarded as an excellent field for the manufacture of clay products of all kinds, from the finest to the coarsest. The value of all these clay products last year, including building brick and all the fire clay manufactures was \$4,920,000. The city lacks, however, the fine porcelain manufacture.

The growth of the confectionery business in St. Louis is marked. Nearly all of the candy sold by St. Louis houses is made here. There are 18 factories and they made last year, \$3,052,323 worth of candy. The total business was one of about \$4,000,000.

The saddlery and harness business has always thriven in St. Louis, and the city is looked on as one of the leading markets in this line. Of saddlery alone last year more than \$4,000,000 worth was sold, and about \$2,000,000 worth of the special kinds of leather which enter into the making of harness.

The grain trade of the year was fairly satisfactory, the amount received being practically the same as in 1904, and aggregating 61,839,011 bushels. The receipt of wheat and corn show a slight decline, while in oats there was as great an increase, making the total equal to the previous year. In flour the business of the year shows a considerable increase, the amount manufactured and received being the equivalent of 3,815,317 barrels.

It is reasonable to believe that the business of St. Louis will grow during 1906 as it did in 1905. So far as a sound prediction can be made, the manufacturing output will increase largely. The jobbing field will be much enlarged in the Southwest and the Southeast, and the population of the city will increase faster even than last year. The extensive railway building in the St. Louis territory of last year, the building planned for this year in the same section, the vigorous way in which the improvement of the Mississippi River and its maintenance as a freight carrier is being taken up now in Congress and by the people of the Mississippi valley themselves, promise an unprecedented development of the city's trade territory. The conditions justify not only confidence in the future of St. Louis, but even enthusiasm.

FINANCIAL REVIEW.

By W. W. HOXTON, Manager of St. Louis Clearing House.

In spite of the fact that the close of the World's Fair gave rise to some misgivings as to the ultimate outcome of 1905, the year just ended has proved the high water mark of St. Louis finances.

The Clearings for the year register \$2,899,798,979, which is better by \$106,565,061 than the totals for last year—the largest clearings in our history up to that time. This is a gain of 3.79 per cent over the figures of an abnormal year which were fully expected to be unsurpassed for a much longer time. The dividend item has been another record breaker. The Banks and Trust Companies of St. Louis proper, paid to stockholders during the past year \$4,774,000, or \$268,000 more than last year. In addition to this they added \$2,330,000 to surplus and profits.

Several financial corporations were organized and established Clearing House connections during 1905. They are: The City National Bank, The Grand Avenue Bank, The Lowell Bank and The St. Louis County Bank. The St. Louis Clearing House, including members and institutions clearing through members, consists of 29 Banks, 8 Trust Companies and 2, the Assistant Treasurer United States and the Post Office, clear direct without membership.

The following condensed statement shows a slight falling off in some items when compared with the corresponding statement of 1904. This is due to the withdrawal of certain government funds from the National Banks of the country during the year, as well, perhaps, as the loss of some transient World's Fair business. Should a statement be published now, two months later this decrease would be more than recovered. As it is, the total resources of 1905 compared with 1903—a more normal comparison—show an increase of \$32,000,000.

**COMPARATIVE CONDENSED STATEMENT OF THE ASSOCIATED BANKS OF THE
CITY OF ST. LOUIS, INCLUDING EIGHT NATIONAL BANKS, SIXTEEN
STATE BANKS AND THE MERCANTILE TRUST CO.**

	November, 1904.	November, 1905.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$146,708,784	\$159,068,585	\$12,359,804	
Bonds and Stocks.....	86,674,490	85,135,524		\$ 1,540,966
Real Estate and Fixtures....	8,238,288	4,981,102	747,665	
Cash and Exchange.....	87,684,647	78,811,660		18,722,987
Total.....	\$274,146,109	\$272,024,825		\$ 2,121,284
LIABILITIES—				
Capital.....	\$ 28,975,000	\$ 28,866,587		\$ 108,468
Surplus.....	29,840,590	80,517,692	\$ 1,177,112	
Deposits, etc.....	208,007,842	208,526,065		4,681,277
Circulation.....	12,828,187	14,814,581	1,491,844	
Total.....	\$274,146,109	\$272,024,825		\$ 2,121,284

**CONDENSED STATEMENT OF FOUR TRUST COMPANIES OF THE CITY OF
ST. LOUIS IN 1904 AND FIVE IN 1905 NOT INCLUDED IN THE ASSO-
CIATED BANKS STATEMENT.**

	November, 1904.	November, 1905.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$ 40,864,506	\$ 48,895,186	\$ 7,980,680	
Bonds and Stocks.....	18,863,424	17,229,711		\$ 1,188,715
Real Est. and Fixtures.....	8,581,880	8,845,467		185,943
Cash and Exchange....	25,492,563	15,908,827		9,688,786
Total.....	\$ 88,851,823	\$ 85,274,161		\$ 3,077,662
LIABILITIES—				
Capital.....	\$ 12,000,000	\$ 18,000,000	\$ 1,000,000	
Surplus.....	15,274,474	16,426,991	1,152,517	
Deposits, etc.....	61,077,849	55,847,170		\$ 5,280,179
Total.....	\$ 88,851,823	\$ 85,274,161		\$ 3,077,662

**COMPARATIVE CONDENSED STATEMENT OF THE BANKS AND TRUST
COMPANIES IN THE CITY OF ST. LOUIS COMBINED.**

	November, 1904.	November, 1905.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$ 187,668,240	\$ 207,998,674	\$ 20,326,484	
Bonds and Stocks.....	55,037,914	52,868,235		\$ 2,674,679
Real Estate and Fix....	6,764,568	7,826,690	562,022	
Cash and Exchange.....	113,027,210	89,615,487		23,411,723
Total.....	\$ 362,497,932	\$ 357,298,986		\$ 5,198,946
LIABILITIES—				
Capital.....	\$ 85,975,000	\$ 86,866,587	\$ 891,587	
Surplus.....	44,615,064	46,944,693	2,329,629	
Circulation.....	12,828,187	14,814,581	1,491,844	
Deposits, etc.....	269,084,691	269,178,285		\$ 9,911,456
Total.....	\$ 362,497,932	\$ 357,298,986		\$ 5,198,946

ST. LOUIS STOCK EXCHANGE.

By WM. C. LITTLE, President.

The following statement will show the amount of business transacted on the floor of the St. Louis Stock Exchange for the year 1905; sales of the respective classes of securities being listed as follows:

	SHARES.	AMOUNT.
Trust Companies.....	14,775	\$ 4,619,219.50
Banks.....	19,465	4,633,054.00
Miscellaneous Stocks.....	25,947½	1,435,355.62
Mining Stocks.....	13,464	62,960.50
TOTAL.....	73,651½	\$10,750,589.62
St. Louis Transit.....	31	\$ 263.50
United Railways Common.....	24,370	779,840.00
United Railways Preferred.....	29,254	2,281,812.00
TOTAL.....	127,806½	\$13,812,505.12
Bonds, Miscellaneous.....	\$ 967,140.00	\$ 964,148.38
Brown Bros. Subs.....	817,781.52	309,535.00
United Railways 4s.....	1,677,000.00	1,467,375.00
TOTAL BONDS AND STOCKS.....		\$16,553,563.50
Total Stocks.....	127,806½	\$13,812,505.12
Total Bonds.....	\$ 2,644,140.00	\$ 2,431,523.38
Brown Bros. Subs.....	\$ 817,781.52	\$ 309,535.00

As compared with the total transactions for the year 1904, it shows a very gratifying increase of \$6,050,942.73.

The increase is not only large in amount, but the character of the increase is such as to be gratifying as well, for it is shown that the transactions in the better class of securities have increased very materially, while the dealing in mining and other speculative stocks has decreased very largely.

One of the best indications of the healthy condition of the business at the Stock Exchange, as well as the increase in business conducted there, is shown in the large increase in the value of the memberships of the Exchange, which has about doubled in value in the past twelve months.

The outlook for the coming year is still better and it is very evident on all sides that this market for securities is becoming very much broader, with every reason to expect a large increase in activity.

MANUFACTURING INDUSTRIES IN ST. LOUIS IN 1905.

By **EUGENE SMITH**, Secretary St. Louis Manufacturers' Association.

A retrospect of the year 1905 from the manufacturers' point of view is a most pleasant one, and while many previous years have heretofore been regarded as record ones, yet the year just passed is one that will go down in the history of the city's progress as one most worthy of emulation.

With the city's growth in general, the manufacturing industries have well kept pace and when the million population mark, that goal which our citizens are so earnestly striving to reach, is attained, it will have been found that the manufacturing institutions of St. Louis have done their share toward bringing the population up to the desired mark by the increased demand for employees in the many manufacturing plants that now crowd our city.

Taking into consideration the excellent progress made last year, which was regarded as more than satisfactory, and the fact that we kept well pace with those banner years, 1903 and 1904, and the fact that we had to weather the aftermath that usually follows a World's Fair strain speaks volumes in itself, but from the records of the Clearing House, the Commercial Agencies and the Real Estate and Building records it is found that our city has done even better, for many new factories and many additions to those already in our midst are to be noted. The only deduction, therefore, that can possibly be made from the foregoing is that the year 1906 will be even a bigger and better one, commercially, for St. Louis, than any heretofore.

With the increased opportunities for reaching out by our manufacturing industries in the rapidly developing section contiguous to St. Louis and the new and growing territory of the great Southwest, with its already thirty odd millions of people, bespeaks for the city in the near future even a much greater prestige in the commercial world than the exalted one it now maintains ere another census compilation will have been effected.

Holding the fourth place amongst the manufacturers of the United States, it has secured for itself a position in the commercial world that is a most enviable one and one that many of its sister cities would more than delight in being the distinguished possessor of. Not alone is its reputation as a city of noted manufacturing industries one that extends to that vast territory of the Southwest, from which it draws largely for

the outlet for its manufactured products, but such as takes for its market not only almost all sections of the United States, but almost all sections of the world.

One of the principal reasons for the great stronghold that St. Louis has secured in the ranks of manufacturing cities lies in the fact of its large number of factories within its domains, which produce products of so many different classes that it enables it to maintain its pre-eminence in the commercial world regardless of any set-back or failure that may befall any special line.

Within the city's gates are manufacturing plants that rank as the largest of their kind in the world and many others that must be taken into consideration when the question of supremacy is raised by its sister cities.

All classes of manufacturing establishments are listed in its cause and from the most authentic returns to the St. Louis Manufacturers' Association there are shown 121 different headings or divisions of industries, and, as not infrequently, there are two or more lines grouped under one heading, it will be seen that the number is even a much greater one. In the list of miscellaneous industries, according to the census report, there are some score or more of industries given, such as the manufacturing of agricultural implements, automobiles, paper bags, billiard tables, brass work, buttons, candles, dentists' materials, enameled goods, fire works, iron and steel products, not made in rolling mills or steel works, plumbers' supplies, saws, gas and oil stoves, tin and terne plate, tinfoil and many other lines not given under classified headings, which, when considered, give to St. Louis not less than two hundred different manufacturing industries.

Among the establishments that hold a conspicuous place when compared with other cities are such as furniture, caskets and coffins, boots and shoes, crackers, candy, trunks, stoves and ranges, burlap bags, woodenware and willow-ware, chairs, tobacco, beer, patent medicines, chemicals, soaps, street and railroad cars, brass goods, brick and tile, clothing for both men and women, druggists' preparations, electrical apparatuses and supplies, food preparations, glass, iron and steel, leather products, sash doors and other planing mill products, paints, oils, etc., photographers' material, saddlery and harness, stamped ware, structural iron works, terra cotta and clay products, but those that take precedence are: Tobacco, malt liquors, boots and shoes, meat products, books and periodicals, vehicles of all kinds, iron, steel and machine shop products, street and railroad cars, furniture, stoves and ranges, floor and mill products.

In point of numbers, the total manufacturing institutions last year aggregated 2,480 and, while the figures compiled do not show as large a number of establishments as were in operation in former years, yet the total capital employed amounted to \$265,891,387.00, as compared with \$150,510,849.00 in 1900, or an increase of \$115,381,538.00, or 76.6 per

cent. in five years.⁵⁴ The cost of raw material used by manufacturers amounted to the sum of \$137,577,144.00, as against \$101,892,752.00, or an increase of 35 per cent. over 1900. The miscellaneous expenses incurred aggregated \$37,174,977.00, as contrasted with \$27,369,175.00, or an increase of 35.8 per cent. over the previous census. Wage earners to the number of 82,570 were engaged on an average daily, as compared with 64,751 five years ago, or an increase of 27.5 per cent, whose annual wages totaled \$42,551,171.00, as against \$29,103,013.00 in 1900, which is an increase in wages of 46.2 per cent. Of salaried officials and others not classed formerly there were engaged 11,376 against 8,861, or an increase of 28.4 per cent, who receive the sum of \$13,464,026.00 as salaries, against \$10,073,516.00, or an increase of 33.6 per cent. Those engaged in its manufacturing institutions therefore number 93,946, whose total revenue was \$56,015,197.00, as against \$39,176,529.00 five years ago, or an increase of 42.9 per cent. The value of the manufactured products placed upon the market, including custom work and repairing, totaled the enormous sum of \$267,029,314.00, as contrasted with \$193,691,595 in 1900, an increase of \$73,337,719, or 37.9 per cent.

Aside from the facts and figures enumerated above, St. Louis is entitled to claim amongst its manufacturing establishments many factories located on the east side of the river at East St. Louis, Venice, Madison and Granite City, whose home offices are located on this side and which are conducted in the main by St. Louis capital. Upward of some half hundred or more such institutions at the least, which rightfully belong on this side, but which owing to the discrimination in freight rates and to the bridge arbitrary have been compelled to locate on the eastern bank of the Mississippi River by rights should be in the list of St. Louis establishments. These two score and ten or more factories and shops across the river employ many millions of dollars of capital in their operation and engage thousands of workmen, whose annual wages amount to many millions of dollars, and whose products aggregate not less than sixty to seventy-five millions of dollars annually. These, while not numbered with the St. Louis institutions, derive their support from the same source as St. Louis concerns and are largely conducted as if on this side, yet take from St. Louis the revenue and the credit to which she is justly entitled.

In the manufacture of tobacco, St. Louis is the largest in the world, and the latest compilation of figures show that the total value of the product last year aggregated \$29,659,317.00, as compared with \$26,067,670.00 in 1900, or an increase of 13.7 per cent, which means that close to or more than a gross volume of one hundred million pounds were handled. It has the largest brewery in the world and the figures on malt liquors show \$20,930,462.00 worth were disposed of, as against only \$11,673,599.00 in 1900, showing an increase of 79.2 per cent. It has the largest shoe house in the world and the products of the boot and shoe industry take third place in value with a total output of \$19,101,166.00

TRADE AND COMMERCE OF

to credit last year, as against only \$8,286,156.00 five years ago, or an enormous increase of 130.5 per cent. Meat products come next and total revenue from this industry is given at \$17,485,393.00, as compared with \$12,943,376.00 the previous census, or an increase of 35 per cent. Printing and publishing is also an item of vast importance and shows an increase of \$15,176,019.00, as compared with \$9,816,455.00 in 1900, or an increase of 54.5 per cent. Iron, steel, machine and other foundry products amount in for \$13,753,561.00 worth, as against \$11,628,140.00 in 1900, or an increase of 18.2 per cent. The manufacture of street and trolley cars is computed the largest in the world and its products are now sold throughout the world. In valuation last year the output of steam trolley cars alone amounted to \$8,084,603.00, as against \$4,974,662.00 in 1900, or an increase of 62.5 per cent, while the value of street cars has increased by several million dollars more. As a manufacturing center of automobiles and wagons, it ranks high and last year the output amounted to \$17,733.00, as against \$3,940,781.00 five years ago, or an increase of 350 per cent.

St. Louis is the leading city in the world in the manufacture of stoves and ranges and from this source a revenue of \$5,523,277.00 was derived last year. Its fame as a cracker manufacturing point is known the world over and its bakery products of all kinds brought in a total of \$6,098,000.00.

In the line of confectionery products, it has to its credit the output of \$3,052,323.00. Flour and grists mill products amounted to \$2,437.00. Its output of chairs is an enormous one, and including the output of furniture, the valuation last year on such was placed at \$668.00. It leads in the output of American made chemicals, with a valuation of \$3,248,879.00, and the proprietary medicines manufacturers were valued at \$3,313,156.00. It holds a prominent place, compared with other cities, in the manufacture of caskets, and in the output of trunks, etc., it is well to the front. In a nearby suburb is one of the largest establishments in the world for the manufacture of fine plate glass. Its output of tin cans and tin plate, not classed as iron, and in the manufacture of terra cotta and other clay products occupies a very important position.

A large number of manufacturing concerns have gone across the river to locate, owing to the bridge arbitrary, the number of new concerns, which have come in, in recent years, far outnumbers those which have moved away and in the past three years upward of two hundred and fifty odd new concerns have been added to our list, of which number twenty-three located here in 1905, employing an aggregate capital in figures of \$12,995,000.00.

A big advantage that St. Louis has and by which she has been able to come to the front and hold fourth place amongst the cities of the United States as a manufacturing center lies largely in the reason that it is not only a logical gateway to the great Southwest, which is looked upon as the rising section of the United States, but in the fact that it is located

so close to the big coal fields of Illinois and has cheaper fuel for its manufacturers to-day than most any other city in the country.

Another reason that also enables St. Louis to put itself forward as the favored city for manufacturing industries to locate within its confines is due to the cheap water that has been secured for its manufacturers, which great benefit was alone brought about by the persistent efforts of the St. Louis Manufacturers' Association after eighteen months of hard work in the face of as strong an opposition as was ever confronted. This reduction to manufacturers in the past year amounted to 36 per cent and for other users of city water through meters was secured a reduction ranging from 16½ per cent to 36 per cent, thus saving to such users an annual sum aggregating over \$300,000.00.

The work that is now being fostered before the Congress of the United States to secure an appropriation of thirty million dollars, which has been asked for to provide a deep water way from St. Louis to the Gulf of Mexico will, if successful, be of incalculable value and advantage to the merchants and manufacturers now in our city and will lend a mighty influence in deciding for capitalists as to the most suitable site to select for the establishing of new plants.

With a full abolition of the bridge arbitrary, increased terminals on this side and a free municipal bridge, St. Louis will be in a position to not only hold the high position it is now accorded, but will be in even a better position than heretofore to acquire for its manufacturing industries greater laurels.

As a distributing point, the reputation of St. Louis is one that extends throughout the world, and in evidence of the same, many of the largest houses of their class are located here. Then, too, the large number of branch establishments which were opened here in 1906 shows the great confidence our city inspires in outsiders. Of branches, there were sixty located here last year, representing a capital of \$23,115,000.00. These concerns are branches of houses in New York, Philadelphia, Baltimore, Boston, Chicago, Cincinnati and other eastern cities.

MANUFACTURERS IN ST. LOUIS, MO., BY SPECIFIED INDUSTRIES, 1906.
As reported by the Bureau of the Census, Washington, D. C.

26

<u>VALUE OF PRODUCTS, INCLUDING CUSTOM WORK AND REPAIRING.</u>	<u>TRADE AND COMMERCE OF</u>
267,004,314	
23,400	
83,350	
741,369	
1,493,809	
5,771,705	
415,622	
31,855	
301,224	
104,321	
17,852	
420,897	
19,101,166	
351,634	
603,842	
1,803,378	
1,437,240	
6,098,370	
1,257,830	
257,138	
691,042	
306,030	
5,068,341	
	1,724,516
	8,084,603
	3,246,879
	42,729
	5,497,201
	8,075,066
	6,735,109
	1,304,136
	3,052,523

MANUFACTURES IN ST. LOUIS, MO., BY SPECIFIED INDUSTRIES, 1905—Continued.

As reported by the Bureau of the Census, Washington, D. C.

THE CITY OF ST. LOUIS.									
VALUE OF PRODUCTS, INCLUDING CUSTOM WORK AND REPAIRING.									
									\$
Iron	49	1,057,716	111	102,175	573	839,796	99,026	1,069,396	1,946,814
.....	4	111,340	11	12,402	73	21,894	16,975	47,653	1,869,063
.. and	11	966,942	118	162,641	270	90,089	244,770	854,207	1,906,954
.....	16	1,607,081	179	189,464	784	407,458	332,735	598,479	1,551,216
.....	9	37,375	4	3,875	63	40,714	15,308	18,833	1,712,838
.....	7	60,512	11	9,327	87	55,755	14,690	45,398	98,832
.....	6	39,113	14	17,300	51	33,762	10,403	23,004	144,999
.....	9	5,990	1	1,800	27	18,442	3,707	3,845	109,904
.....	3	69,050	11	10,110	69	41,815	18,995	75,370	43,531
.....	6	197,021	14	17,370	72	24,546	24,760	201,400	154,419
.....	9	1,127,148	71	85,820	196	124,485	127,861	387,407	387,407
.....	24	1,108,620	142	173,922	490	152,762	175,863	3,459,259	3,974,437
.....	104	7,738,505	567	687,985	8,936	2,415,325	838,154	1,632,021	2,409,270
.....	8	149,492	26	24,020	129	30,739	35,395	8,213,241	8,121,746
.....	47	3,492,976	242	295,558	2,333	1,191,086	863,457	1,559,737	3,360,425
.....	6	246,419	41	43,808	184	1,113,631	38,071	1,53,832	3,973,868
.....	3	903,992	50	74,282	684	416,416	104,738	263,703	393,025
.....	13	251,805	26	30,031	191	106,966	24,654	150,761	900,870
.....	7	590,108	16	28,725	134	98,559	50,336	244,197	356,799
.....	3	31,225	.....	.....	30	12,193	7,920	24,560	492,075
.....	4	43,084	4	3,942	25	13,130	9,196	42,817	81,500
.....	4	218,622	19	26,500	261	135,353	22,340	180,363	82,625
.....	6	175,195	15	11,012	136	68,534	14,746	160,825	840,690
.....	4	23,570	2	1,038	21	6,558	5,178	38,956	275,448
.....	9	1,528,465	31	38,109	167	124,163	78,998	186,443	55,546
.....	3	3,398,031	50	70,918	1,030	748,919	141,393	1,225,085	515,753
.....	10	95,800	26	17,340	209	164,770	25,592	196,435	2,389,166
.....	3	5,650	.....	.....	2	1,016	523	3,315	483,580
.....	.....	.....	.....	.....	.....	.....	.....	.....	9,620

MANUFACTURES IN ST. LOUIS, MO., BY SPECIFIED INDUSTRIES, 1905—Concluded.

ST. LOUIS AT THE END OF 1906.

By WILLIAM FLEWELLYN SAUNDERS,
Secretary and General Manager, Business Men's League.

The year 1906 will be a remarkable year in the commercial history of St. Louis. Soothsaying in business matters is not always entirely safe, but this prediction is a simple deduction from the conditions in St. Louis, and in the states and territories surrounding it which are indisputably, by reason of nearness and of freight rates, its trade territory.

In this trade territory, all the towns are growing fast; the railroads are continuing their building; the land is being bought by farmers from other states and settled on; crops bid fair to be excellent. The immigration into this section was large during 1905, and the reports of the railway agents and Boards of Trade indicate that it will be much greater during this year.

This alludes especially to the southwestern part of the St. Louis commercial field, but there is every reason to hope that before the end of the year St. Louis will have new commercial ground in the Southeastern States nearly as large as that in the Southwest. Our merchants and manufacturers now compete successfully whenever the effort is made with New York and Philadelphia and Baltimore in those states, and this competition is going to be greatly broadened during the coming year. The acquirement of this trade by St. Louis will be merely the following out of a natural law of trade and of the marketing of products. St. Louis can manufacture and sell as cheaply as its present competitors in this section, and it is very much nearer. An unjust differential freight rate is the slight barrier now between St. Louis and that enormous trade, and that bent during the past year. It will probably break in 1906.

In this Southeastern trade alone, there is a possible gain to St. Louis of more than one hundred million dollars of new trade during 1906, and there is, as soon as the rates between St. Louis and the coast cities are equalized entirely, a certain gain to St. Louis of more than one-third of its whole present trade.

It is entirely certain that this is coming. The point of the wedge is already in.

St. Louis itself, reflecting the prosperity of its trade territory, is growing fast. The city cannot now be measured by its legal limits. Every town within twenty miles is so closely linked to the city by the steam and trolley roads that it is really a part of St. Louis. A very large part of the population of the city live an hour's ride away. Many towns in Illinois are a part of St. Louis so far as business goes. Within the city limits

and in all the suburban towns, the vacant ground is being built up and the houses are being filled by the people who are coming here to live. The population will increase faster in 1906 than it did in 1905, because everywhere people were waiting to see the effect of the World's Fair. Now, that the trade reports all show that the year after the World's Fair was a better business year than the year before, the fame of the city as a place for business has gone abroad. These trade reports are worth millions of dollars as plain advertising to St. Louis.

This year, too, will undoubtedly show a very large gain in manufacturing industry of St. Louis. More factories came to St. Louis the last five years than in the ten years preceding. The city has just begun in fact to be recognized as one of the most advantageous factory locations in the United States, fuel, sites and power cheap, labor easy to get, distributing territory larger than that of any other manufacturing city and the freight rates in that distributing territory low.

The population of the city, now more than 700,000, will be increased to at least 750,000 by the end of the year.

The river traffic will grow. The Panama canal work continually fastens attention on this great commercial necessity, and the President of the United States is himself giving consideration to plans for the improvement of the channel.

REAL ESTATE.

From the Annual Report of SIDNEY SCHIELE, Secretary Real Estate Exchange.

Phenomenal prosperity has characterized the post-exposition period in St. Louis. That the real estate market has reflected, in an unmistakable degree, the great increase in material and civic importance, is a fact which becomes the more vital as the statistics for the year 1905 are reviewed.

The St. Louis real estate market, as never before, has enjoyed twelve months of marvelous activity—marvelous on account of the conditions which have been obtained since the close of the Louisiana Purchase Exposition. Far from there being a cessation of the buying movement which was an important feature of the closing months of 1904, the demand for real properties for all legitimate purposes has resolved itself into a concerted inquiry of record-breaking proportions.

In the last year's summary made to this Exchange, the following paragraph appeared: "Real estate, of course, will be the greatest beneficiary of the World's Fair. With the natural advantages of the city, with its name familiar in the remotest parts of the earth, with our population increased, the coming year will be one of greater prosperity than was ever known."

The most enduring basis for a substantial enhancement in realty values is a keen demand for business properties. This is practically

COMMERCE OF

civic progress of the greatest American market, it was but natural that addi-
 nired. Thus it was that simultaneously
 established by sales along the down-
 r: Olive St., Pine St., Chestnut St.,
 and Washington Ave., great activity
 stive but undeveloped home neighbor-

ting to note the remarkable growth of

The excellence of the transportation
 and traction service, together with the
 neighborhoods as have recently been marked
 icipated many of the needs and comforts

TRANSFERS.

business, the transfers during the last
 n anything else the stupendous strides
 usiness, investment and home proper-
 out the largest aggregate of transfers
 ouis, the nearest approximation being

obtained of the operations during the
 ld's Fair year, the following compila-

TRANSFERS

	1905. Number	Amount.
January.....	846	\$ 4,491,195
February.....	854	5,894,707
March.....	1,410	7,825,490
April.....	1,550	7,222,788
May.....	1,597	9,618,581
June.....	1,543	9,520,814
July.....	1,503	6,670,320
August.....	1,240	4,497,810
September.....	1,250	4,253,111
October.....	1,354	4,721,754
November.....	1,170	6,836,199
December.....	1,105	7,883,062
TOTAL.....	15,422	\$79,495,331

OUTSIDE CAPITAL.

year has been the investment of funds
 l institutional concerns in St. Louis.
 properties by these interests. Promi-
 re recognized in St. Louis the sought-
 table and secure outlet for their surplus
 manner hitherto unknown.

THE YEAR IN BUILDING.

Steady increases in the prices of material and labor have in no wise curtailed the continuous demand of those responsible for the great building movement of 1905. The utilization of enormous resources have been made necessary by the urgency of interests desirous of completing their construction projects within a comparatively limited space. Both in the central and extreme sections of the city this condition has been true. The effects are seen in a number of notable additions to the architectural accomplishments of the city.

That the movement is a permanent one is assured by the large number of new structures in the course of erection and contemplation in the downtown district.

BUILDING PERMITS.

1904.		1905.	
Number.	Amount.	Number.	Amount.
January.....	164 \$ 848,335	January.....	273 \$ 999,884
February.....	187 907,430	February.....	353 1,275,122
March.....	358 1,617,809	March.....	1,010 3,012,416
April.....	319 1,131,688	April.....	834 2,983,008
May.....	368 864,212	May.....	759 1,886,447
June.....	344 1,190,549	June.....	678 2,163,148
July.....	311 994,871	July.....	764 2,374,395
August.....	445 1,487,098	August.....	827 1,856,430
September.....	466 1,575,039	September.....	826 1,689,765
October.....	415 1,451,195	October.....	782 1,596,838
November.....	409 1,355,982	November.....	660 2,385,537
December.....	194 651,586	December.....	449 1,212,564
Total	4,080 \$14,075,794	Total.....	8,265 \$23,434,564

ASSESSMENTS.

The best index to the material prosperity of a city is a constant growth of assessed valuation. The increase of \$9,990,090 in taxable wealth during 1905 abundantly shows St. Louis' continual growth.

At the present time, the taxation on St. Louis real estate is \$2.10 on the \$100 valuation. Property here is generally assessed on the basis of 60 per cent of its value. Since 1900 there has been an increase of 29 cents or over 10 per cent, in the tax rate. St. Louis property owners have during the past year paid \$10,000,000 into the city treasury, and they feel that the rate has now reached its proper and reasonable limit. It will, therefore, be recognized that conditions require that there be no higher tax rate.

The table of assessment figures for the past 28 years is as follows:

1877.....	\$160,493,000	1899.....	\$378,508,490
1880.....	181,345,000	1900.....	308,779,280
1885.....	207,910,000	1901.....	394,795,700
1890.....	284,827,000	1902.....	418,044,475
1895.....	325,533,000	1903.....	448,865,560
1897.....	338,862,000	1904.....	458,913,610
1898.....	361,516,660	1905.....	468,903,700

THE COMING YEAR.

The conservatism, coupled with a spirit of commendable enterprise, so characteristic of St. Louis during the last few years, will doubtless form a strong link for the future. The great stimulus given to every line of activity and business effort by the successful handling of the World's Fair will continue to furnish the cornerstone for another year of profitable civic progress. Great things remain to be done in St. Louis, which will continue to vindicate the judgment of her citizens who now foresee that the city is on the eve of an era of phenomenal advancement—something that our inhabitants generally have not come to fully understand.

Under these conditions a further, steady increase in values of meritorious real properties seems imminent, with the attendant continuance of record-breaking prosperity in all businesses profiting by the city's material welfare and upbuilding.

THE SHOE TRADE.

From the Shoe and Leather Gazette.

In 1905 total sales \$48,137,703.00; shipments 1,350,614 cases.

The wholesale shoe trade of St. Louis includes the shoes manufactured in St. Louis and the shoes manufactured in other cities, but purchased from the manufacturers and sold at wholesale by local jobbers. Eighteen firms were engaged either in the wholesale or in the manufacturing trade, or both. The sales are not reported by all these firms, and the exact figures could not be obtained.

The greater number, however, have reported their sales and shipments and have published them at intervals during the past year. The report, as obtained in this manner, is \$36,137,703 for 12 firms, and the sales of the remaining six firms is estimated by the *Gazette* as carefully as such an estimate can be made without absolute information from each firm, at \$12,000,000 making the total (estimated) \$48,137,703.00. Perhaps the best index of the increase in the jobbing trade of St. Louis is the record of shipments, which shows that there were shipped from St. Louis in 1905, 1,350,614 cases, while in 1904 the shipments were 1,170,358 cases, a gain in shipments over 1904 of 180,256 cases, or about 15 per cent.

A gain of 15 per cent is not necessarily a large gain for a small firm or a small market, but when a market which is selling upwards of forty-five million dollars' worth of shoes makes a gain of 15 per cent, it represents a very large aggregate increase in trade. The sales for 1905 being \$48,000,000.00, a gain of 15 per cent on this amount would be \$7,200,000.00, and from present indications it would not be unreasonable to estimate that during 1906 the total sales of this market will be greater by this amount than they were in 1905.

Taking \$290,000,000 in round numbers as the total wholesale shoe trade of the United States, and \$48,000,000.00 as the wholesale shoe trade of St. Louis, it will be seen that St. Louis sells at wholesale about one-sixth part of all the shoes distributed in the United States by the jobber to the retailer.

The fact that St. Louis is manufacturing each year a larger proportion of the shoes sold from this market, the proportion in 1905 being about 62 per cent of the sales, was also an important factor, as was the general reputation of the market for honest-made, good wearing shoes and the aggressive selling methods of the St. Louis jobbers.

SHOES MANUFACTURED.

The total is 16,818,092 pairs and the wholesale value \$26,163,280.20.

The annual reports collected by the *Gazette* from the local St. Louis factories for the year 1905 show that there were manufactured in St. Louis last year 16,818,092 pairs of shoes, valued at \$26,163,280.20.

The average value per pair is \$1.55 $\frac{1}{2}$. This is an advance of 6 cents per pair, or about 4 per cent over the average value of the shoes made in St. Louis during the preceding year.

According to the United States Census reports for 1900 there were made in the entire United States in 1900, 219,235,419 pairs of shoes, valued at \$261,028,580.00. The value of the shoes made in the United States in 1890 was \$220,649,358, and the percentage of increase in the ten years from 1890 to 1900 was 18 per cent. If the rate of increase in value during the five years from 1900 to 1905 is proportionately equal to the rate of increase during the ten years next preceding, it would be a fair estimate to say that the total number of pairs made in 1905 was 238,966,606, and the value \$284,521,152.00.

It is apparent that St. Louis shoe manufacturers make between one-fourteenth and one-fifteenth part of the total number of pairs, and that the value of the St. Louis made shoes is a little greater than one-eleventh part of all the shoes made in the United States.

It is apparent that the average value of the shoes made in St. Louis is noticeably greater than the average value of all the shoes made in the United States.

The past year has been a trying one for shoe manufacturers everywhere on account of a sharp advance in the price of leather and other materials used in shoemaking, and the extreme difficulty of getting a proportionate advance in the price of the finished product. This has doubtless retarded the development of shoemaking here, as it has elsewhere. And yet practically every local manufacturer has made a slight increase over 1904, and some few firms have greatly increased the output of their factories.

Taking into account the factories owned by St. Louis shoe firms and operated in outlying nearby towns, the total value of the shoes manufactured by these firms in 1905 was over thirty million dollars.

The exact number of pairs could not be obtained in time for this issue, but from practically complete information as to the number of pairs and the value of the product in cases in which the number of pairs is not yet reported, the total can be approximated very closely. The *Gazette* approximates the number of pairs in this manner at 3,143,538, making the total number of pairs manufactured by St. Louis houses, both in the local factories and in nearby towns, 19,961,630 pairs.

RIGHTFULLY BELONG TO ST. LOUIS.

The product of these factories is rightly included in totals of the St. Louis market, on the principle that wherever the factory may be situated, whether in the city proper or across the river, fifteen miles away, at St. Charles, Mo., the shoes made there are made by the St. Louis manufacturer for the needs of his trade, and he is to that extent better able to supply his trade with good shoes at a low price, for the reason that on shoes made in such factories he avoids paying the manufacturer's profit to any other firm. This he would have to do if the shoes were purchased from a manufacturer in an outside town.

The reports of shoe manufacturing in St. Louis during 1905 indicate that this industry is now the largest of any line in St. Louis, with the sole exception of the tobacco interests, the total value of the product in this line being \$29,659,317, while the value of the shoes produced is \$26,163,280.20. It is significant, however, in this connection that in the number of wage earners employed and in the amount of money paid out the shoe industry exceeds the tobacco industry, and that by a wide margin.

It is no mean distinction to the shoe manufacturing industry of the fourth largest city in the United States, where there was manufactured last year a total of over \$267,000,000.00 of goods of all kinds, that this one line employs more wage earners and pays out annually more money in wages by nearly a million dollars than any other line of trade.

It is a fact of which every man connected with the St. Louis shoe trade, and every citizen of St. Louis should be proud that during the past 37 years this line of manufacturing has grown from one factory with a capital of \$10,000.00, employing 35 operatives and making 200 pairs a day, to thirty-one large modern factories, with a capital of over \$12,000,000.00, making 60,000 to 65,000 pairs daily and employing over 12,000 operatives.

SHOE SHIPMENTS FROM BOSTON DURING 1905.

	Cases.
To New York.....	591,141
" St. Louis.....	580,833
" Chicago.....	514,128
" Baltimore.....	378,652
" Philadelphia.....	240,707
" Richmond.....	197,167
" Lynchburg.....	182,041
" Cincinnati.....	126,577

FURNITURE.

By GEO. T. PARKER.

The year 1905 has been one of prosperity in the furniture and kindred lines. The first half of the year was a disappointment, the sales probably being less than for the same period of the previous year. However, the brisk and continued demand for the last six months swelled the business volume to that of a record breaking year—notwithstanding the yellow fever embargo for a time on considerable of St. Louis territory, the sales reached an approximate figure of \$33,000,000, including manufacturing, wholesale and retail.

A constant price advance of materials and labor has been confronting the manufacturer so that while all factories have been busy, the factory profits have been small, because of contending with these conditions. The growing scarcity of suitable lumber has been felt and occasioned marked advances—upholstery goods, leather, varnish, glue, hardware and iron bed and spring materials have all gone higher in original cost within the last year, causing several changes in price lists with notifications January 1st of withdrawal of old quotations.

Labor troubles have been few among the 7500 employees who have been paid nearly \$4,000,000.00.

The remarkable building boom in St. Louis in 1905, constructing miles of new residences, the new apartment and new business buildings, splendid new schools, kept busy the city retail houses. In no previous year have such extensive stocks of the better grade of goods been carried and been sold, and there are no better retail stocks in extent and quality in the United States than those shown in St. Louis. The popular designs are tending to a more quiet style, the taste affected possibly by the exhibits of Austrian, German and French patterns shown at our World's Fair. The Arts and Crafts and Mission styles retain their popularity and have their votaries in the country as well. Mahogany and quartered oak are equally in demand for the best makes, while plain oak, ash, gum and poplar, our nearby furniture woods, have made St. Louis the chief market for medium and K. D. plain goods, of which frequent carload shipments are being made to all parts of the United States, not considered St. Louis territory. Nine million dollars is the estimated furniture factory output.

In export, St. Louis enjoys an extensive trade, Mexico, Cuba, Central America, Panama and South Africa being the principal buyers. This business being constantly on the increase, statistics are unobtainable because the reports are made to the Treasury Department from border and seaport custom houses which receive credit and not the city of origination.

The St. Louis Permanent Exposition, now in its fourth year, has in their large building centralized the samples of many of the factories and

facilitated their patrons in their purchases. It has also attracted the manufacturers of other cities to the opportunities offered by this market of reaching the most desirable buyers of the Southwest. About \$4,750,000 is the capital employed in these various enterprises. There have been many factory betterments in buildings, and machinery preparations have been made for an expected season of continued demand.

ST. LOUIS IMPLEMENT AND VEHICLE TRADE.

From Farm Machinery.

A single look over the crop figures of 1905 shows that the weather has not been against the agriculturist and that consequently the dealer, jobber and manufacturer cannot blame the atmospheric conditions for eventual lulls in their business.

The heavy and continued rains during the hay harvest have done some damage to the hay crop in many sections and the trade in hay tools and hay presses has not increased much over last year's business.

Another circumstance over which they had no control and which was a serious handicap on those who have much trade in the South was the yellow fever that practically tied up the entire trade in a few Southern States and caused considerable hardship in others.

Some St. Louis concerns which have a large vehicle and implement trade in the South were compelled to entirely withdraw their traveling men and could not do any business at all, as even traveling in these States was a difficult thing on account of the quarantine rules.

However, during the latter part of the year, as soon as the cooler weather commenced, the caterers to the Southern trade have been hustling to get back what the "yellow peril" had taken away from them and even those most pessimistic amongst them admit that very soon they will have wiped out and repaired the damage done. All the manufacturers and jobbers have experienced a very good demand for plow goods, as plows, cultivators and harrows. One St. Louis manufacturer reports the sale of six steam plowing outfits from St. Louis only, which is a significant fact and goes to show that the steam plow has come to stay.

The grain drill and binder twine business has also been entirely satisfactory. Dealers have bought freely and made money on these implements.

The wagon trade has been pushed vigorously by those jobbers who have the standard makes to sell, and, as ever, the result of this "pushing" has manifested itself in an increased sale, so that the wagon business was a brilliant feature in last year's trade.

Vehicles have experienced many "ups" and "downs," but the "ups" have been more frequent than the "downs," according to the ones who know and the outcome is that all the vehicle men made a fair profit.

During the latter part of the year practically all manufacturers of vehicles and wagons have been compelled to raise their prices on account of the higher prices of raw materials, but this has in no way influenced the sale of either buggies or wagons.

The trade in corn shellers, huskers, tedders, etc., has been exceptionally good, owing to the record-breaking crop, and at this writing the demand for feed grinders is quite heavy. Collections have been better than for many years past. The majority of the dealers begin to realize that the cash discount is a net profit, and the local banks have all had plenty of money during 1905 so that the dealer had no trouble in getting some if he needed it. Even in the South collections have been satisfactory, and from what we learn the number of failures has been very small.

A little dullness was experienced in the middle of December, as is usual, but the last week of the year has been a very busy one.

All the local houses report a bright outlook for 1906 and all indications point to a heavy trade in all lines.

GROCERIES.

By ROBERT E. LEE, Editor *Eli Grocer*.

The wholesale grocery situation in St. Louis is undergoing a change of marked character, which, while it will reduce the tonnage into and out of this city, will not reduce the volume of trade. This anomalous statement is explained by the fact that the wholesale grocery business of the entire country is upon a "back yard" basis, because of prohibitory freight rates, and the wholesalers of St. Louis have found it necessary to establish branch houses throughout the territory into which their goods were formerly shipped direct from St. Louis. The buying for these branch houses is nearly all done in St. Louis, but the supplies are shipped direct from the source of supply. Throughout Missouri, Illinois and Western Kentucky are located branch houses of St. Louis concerns, each carrying full lines of staples and paying particular attention to the private house brands of the parent institutions, thus keeping St. Louis brands and the St. Louis prestige to the front.

The process of elimination continues in wholesale grocery circles in obedience to the old law of "Survival of the Fittest." During the past year two houses have been swallowed up by older and stronger houses, this being merely a continuation of the process of absorption that has ruled here for the past ten years, during which time more than a dozen fairly good houses have been merged into others.

The grocery business covering every section of the country during 1905 was most satisfactory and particularly so in St. Louis. The commercial map was free from black spots for the first time in many years.

There was no pessimism in 1905 and there is not even a hint of it in the coming year. Prices for all grocery products have ranged higher than for a number of years and the profits to the trade, both wholesale and retail have per consequence been better. Failures have been few in the retail trade and none in the wholesale trade. Consumption has been growing apace and all of the wholesalers of this market congratulate themselves on the fact that their sales of higher priced and better quality lines, have far eclipsed other years.

St. Louis has taken the leading place in the green coffee trade of the country, our supplies coming from the plantations in Brazil and Mexico, via New Orleans, at a cheap rate of freight, which enables us to eclipse the one time leading coffee market, New York. St. Louis as the center of supply can much more easily and cheaply supply interior coffee markets, than New York, which must pay heavy freight charges to reach points either to the East or the West of this city.

On roasted coffees St. Louis is selling proprietary brands in the far East and one of the local houses has branch roasting plants as far away as Dallas, Tex., and Minneapolis, Minn. Another roasting firm here supplies the buffet cars on many of the railroads.

Cheap railroad rates from the South are putting us in position to handle rice from Louisiana and Texas fields in both a jobbing and retail way. Many heavy shipments of rice pass through the hands of St. Louis jobbers and brokers. The rice producers of the South are helping this materially by advertising extensively.

Sugars have been tolerably steady throughout the year, but the price has been higher than in former years. While sugar is a heavy item in the grocery business, it is the one item that never yields a profit to either wholesaler or retailer. The standing joke in the trade is that the grocer has degenerated into a "bundle wrapper" for the sugar refiners, without pay. This is a condition that they seem not to be able to get around so that while sugar is sold it is one of the few items that is not pushed by the trade. The volume of our sugar sales was heavier this year than last.

The markets for canned goods have been peculiar. The pack of canned tomatoes was the smallest known in the history of canning, while that of corn was unusually large. The consequence of this is that supplies of canned tomatoes are extraordinarily short, but there is plenty of corn and the people have turned to the consumption of corn as they never did before. The price of tomatoes is higher than in many years. Other lines of canned goods show normal production and normal prices. The one line that has shown an unsteady trend was canned salmon. St. Louis is a heavy handler of this Coast'product and short supply of some grades has brought about a switching of the consumption to others that have not had public favor before. The Russo-Japanese war had its effect on the salmon supply as the Japs were heavy buyers, for their commissary department, of this fish, both canned and fresh.

SUGAR.

Sugars in hogsheads have dropped out of calculation in this and all other markets. To a large extent the clarified sugars of the South have gone out of grocery consumption, their use being confined to candy making, hence, no hogsheads. It will be noted that there was an increase in receipts of 46,000 barrels and an increase of shipments of about 112,000 packages. An increase of this kind is indicative of the general increase of trade in all grocery lines, because sugar is a component part of practically every shipment.

COFFEES.

It will be noted that there has been a heavy falling off in receipts of "coffee in packages." This is a confirmation of the claim that St. Louis has become a coffee supply market. Formerly proprietary brands were shipped in in packages, to a heavy extent. This has dropped to a small figure and the increase shown in receipts is large in bags, the original packages from plantation. The heavy increase in shipments in all sized packages, speaks for itself and this growth has been of a similar degree for a number of years.

RICE.

A slight falling off in receipts and shipments of rice is brought about by the fact that many St. Louis branch houses have supplies shipped direct from primary markets and those shipments do not of course, show in St. Louis manifests.

MOLASSES AND SYRUPS.

The increase in receipts of these staples is entirely satisfactory, and the shipments have shown a slight falling off, owing to the fact that nearly all of the shipments, and they are heavy, go out as "canned goods." Canned syrups now take the place to a great extent of those in wood and they are shipped as canned goods and not as syrups. One of the great syrup refineries has recently been absorbed by the trust, but that should make no difference in the statistical position of this market as a center for both syrups, molasses and glucose.

TEA.

There is no accounting for the fall off in receipts of tea unless it be the general fall off all over the country, brought about by the Russo-Japanese war, which cut down importations materially. During 1904 there was an era of heavy speculative buying of tea which put up the receipts above normal. Many protests have gone from this market against the imposition of a tax by Congress on both tea and coffee.

GENERAL CONDITIONS.

It is a pleasing fact that none of the wholesalers in this market go into 1906 with cumbersome stocks. Speculative buying was not heavy and there are some who wish they had been a little more venturesome in

this respect, particularly as to canned tomatoes, which have shown an advance since "futures" were bought, of nearly 50 cents a dozen cans. Collections have been kept close during the year and to this fact the wholesalers attribute the fact that there are fewer failures and for smaller liabilities. They have found that a man who owes only a thirty day bill is more apt to stay in business and prosper than a man who owes for three or six months and to half a dozen or a dozen houses.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1885.....	.....	559,815	.....	678,900	205	76	580,718
1894.....	.....	527,685	.....	656,405	151	80	449,185
1905.....	250	490,445	.....	464,545	400	34	291,553
1906.....	196	488,910	.....	511,200	118	19	816,769
1907.....	259	485,348	.....	584,516	318	67	624,008
1908.....	671	498,379	.....	490,190	.....	17	455,260
1909.....	897	438,785	.....	569,495	80	64	555,895
1910.....	728	472,990	.....	570,940	876	38	599,917
1911.....	1,447	497,385	.....	497,525	681	11	856,581
1912.....	1,398	449,105	.....	268,919	686	59	228,217
1913.....	8,127	419,708	.....	881,842	1,780	72	255,780
1914.....	1,979	458,459	.....	877,840	1,422	21	268,954
1915.....	2,508	491,965	.....	414,690	2,212	415,458	264,906
1916.....	1,912	419,016	545	435,121	1,811	824,189	903,986
1917.....	3,085	589,105	.....	870,971	1,681	868,859	261,446
1918.....	2,474	888,280	857	144,407	722	218,392	114,946
1919.....	2,768	846,649	848	883,084	1,168	258,750	249,964
1920.....	90,650	297,922	.....	98,896	8,101	682,729	48,188
1921.....	6,590	815,231	1,549	11,942	615	258,296	1,689
1922.....	82,867	242,075	791	105,880	771	880,849	2,468

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

			Year.	Pkg's.				Year.	Bbls.
RECEIPTS, TEA	.....	1905	.....	11,760	RECEIPTS, GLUCOSE	.....	1905	.....	20,060
"	"	.....	1904	.....	27,430	"	"	.....	43,415
"	"	.....	1903	.....	21,680	"	"	.....	51,050
"	"	.....	1902	.....	16,990	"	"	.....	45,120
"	"	.....	1901	.....	21,246	"	"	.....	48,489
"	"	.....	1900	.....	29,645	"	"	.....	68,100
"	"	.....	1899	.....	15,400	"	"	.....	70,590
"	"	.....	1898	.....	27,160	"	"	.....	48,980
"	"	.....	1897	.....	27,112	"	"	.....	59,221
"	"	.....	1896	.....	16,157	"	"	.....	69,970

LUMBER.

From the St. Louis Lumberman.

LUMBER MOVEMENT TO AND FROM ST. LOUIS.

Despite the extraordinary weather drawbacks to the manufacture of Southern lumber during the greater part of the past year, and the severe car shortage which prevailed from late October to the end of December, the statistical returns for lumber handling at St. Louis in 1905 established a new high record. In the matter of both receipts and shipments there were distinctly large gains over even the best of any preceding years in the lumber history of the city. The arrivals of lumber by rail rose to the imposing proportions of 137,083 carloads, equivalent, if estimated at 12,000 feet to the car, to 1,644,996,000 feet.

To the huge quantity credited to the year 1905 should be added assumed river receipts of something like 30,000,000 feet for lumber and for logs to be manufactured here, making a grand total of 1,674,996,000 feet, exclusive of lath, shingles, pickets and other forms of wood manufactures. We say assumed in connection with stock that came in by water, for the reason that the harbor master's returns, which are also reported by the Merchants' Exchange, do not appear to fully cover the arrivals of lumber at this point by barge and boat. His figures for cypress lumber, for instance, are only 1,338,000 feet, and for all kinds of hardwood lumber but 11,769,500 feet; for logs, 7,084,000 superficial feet—making a total of 18,853,500 feet for hardwood and cypress lumber and hardwood logs received during the year, as against a total for the same items in 1904 of 22,818,800 feet.

Judging from these statistics, there was an increase of 13,038 carloads in the local rail receipts of lumber, or almost 10 per cent, as compared with the car arrivals of 1904. This, in view of all the circumstances, is eloquent testimony to the increasing importance of St. Louis as a lumber consuming and distributing center; and especially is this true if it is considered that the shipments by railway from this point showed an increase last year, as compared with the preceding twelvemonth, of about 13 per cent, having amounted to 85,988 cars as against 76,101 cars in 1904. Translated into other terms, the total rail movement of lumber from St. Louis last year equaled 1,031,856,000 feet—in addition to which

outgoing boats moved the small quantity of 1,435,000 feet, making a total outside distribution for the year of 1,033,291,000 feet.

Another very pleasing feature of this record for St. Louis' lumber traffic is the indicated growth in the consumptive power of the local market. As compared with last year's figures, 3,151 more carloads of lumber received at this point over the different railway lines were used in local construction work and manufacturing operations. At 12,000 feet to the car, the basis for conversion into feet used elsewhere in this article, this increase signified an expansion of city consumption amounting to 37,812,000 feet, raising the local consumption for the year to 641,705,000 feet—if we accept the estimate of 30,000,000 feet for the river arrivals of stock.

Nor do we imagine that these figures are far out of the way. If there is any error in the computation for local consumption it may be ascribed to over-conservatism, for it is certainly a fact that lumber stocks in local yards at the present time are not larger than they were a year ago, and in the case of the hardwood yards, especially, the holdings are concededly less than they were then. Hence we would not feel disposed to criticise estimates for local consumption ranging from 650,000,000 to as high as 675,000,000 feet.

RECEIPTS OF LUMBER.

NAME OF ROAD.	Cars. 1905.	Cars. 1904.	Cars. 1903.	Cars. 1902.
Chicago & Alton, (Mo. Div.).....	81	25	12	116
Missouri Pacific	4,650	4,985	5,403	3,552
Frisco System.....	15,140	10,517	4,625	1,734
Wabash (West).....	272	253	264	212
Chicago, Rock Island & Pacific	97	49	58	26
Missouri, Kansas & Texas.....	1,149	1,057	678	811
St. Louis, Southwestern.....	19,860	10,180	9,246	10,933
St. Louis Iron Mountain & Southern.....	86,615	43,619	59,985	65,199
St. Louis, Iron Mountain & Southern (Ill. Div.).....	17,735	15,086	1,953	5
Illinois Central.....	10,967	12,322	13,197	16,706
Louisville, Henderson & St. Louis.....	61	126	65	75
Louisville & Nashville.....	1,149	1,047	1,944	2,800
Mobile & Ohio.....	24,833	20,754	23,272	24,574
Southern Ry.....	677	473	637	776
Baltimore & Ohio Southwestern.....	107	182	3	20
Chicago & Alton.....	245	239	326	620
Cleveland, Cincinnati, Chicago & St. Louis ...	6	11	28	79
Vandalia	125	149	204	152
Wabash (East).....	892	880	1,072	1,284
Toledo, St. Louis & Western	125	145	503	859
Chicago, Peoria & St. Louis.....	275	518	669	1,021
Chicago, Burlington & Quincy (East)	348	296	363	408
Chicago, Burlington & Quincy (West)....	972	1,147	1,338	1,119
St. Louis, Troy & Eastern.....	1	.....	.....	.....
Chicago & Eastern Illinois.....	701	52	.....	.....
TOTAL	137,083	124,045	125,847	131,576

In addition to this rail movement of lumber the report of the harbor master shows the following receipts by river:

	1905.	1904.	1903.	1902.
Lumber.....	11,778,300	21,663,800	33,083,600	51,957,800
Shingles, pieces .....	.....	658,000	3,271,400	6,455,000
Lath, pieces	34,350	.....	428,800	7,067,000
Pickets, pieces .....	.....	.....	.....	216,000
Logs, superficial feet....	7,176,700	3,747,360	4,426,000	1,561,890

practically \$200,000,000, the largest month's exportation in any year prior to December, 1905, being that of December, 1904, when the total was \$174,819,566.

"The import record for 1905 is also in excess of that of any preceding year, being for the twelve months ending with December, \$1,179,358,846, against \$1,035,909,190 in 1904. The growth of imports, while not rapid, has been steady and continues to be so, keeping pace approximately with the growth of population. The commerce with the non-contiguous territory of the United States also makes a new high record for 1905, and will amount to about \$130,000,000 in value, against a little less than \$100,000,000 last year."

MANUFACTURED GOODS.

There are \$4,000,000,000 worth of manufactured goods that are bought by the nations of the world from each other. Three-fourths of this sum is supplied by the four great surplus producing nations, Great Britain, Germany, France and the United States, in relation, the first exports one-third of its manufactures, the second one-fourth, the third one-fourth and the United States only one-thirtieth of its manufactures. The productive power of this country is now growing to such an extent and our surplus increasing, that we must look forward to extend our operations abroad in a more aggressive manner. Our surplus agricultural products sell themselves, as European nations are always ready to buy our breadstuffs if they can be had at as favorable figures as Russia, Argentine or Australia offers them. But it takes experience, skill, education and persevering efforts to place our manufactured surplus products abroad.

On the ratio of increase of our production in the next five years we shall have such a surplus, more than our domestic business requires, as will be onerous for us to place abroad unless we now work effectively to that end.

St. Louis, situated on a great waterway, that can be improved to carry a vast commerce to tide-water cheaply, and being the center of the railroad systems of the country, is sure to be the greatest manufacturing center of the West and will continue to improve its direct connections with foreign markets.

During the year 1905 our foreign trade has expanded in our general line of manufactures, although our domestic business continues so good that the necessity of finding outside markets does not seem sufficiently apparent in view of the possibility of our domestic trade letting up somewhat.

RAILROAD CAR INDUSTRY OF ST. LOUIS.

The industry in St. Louis which has the largest aggregate output in money for both domestic and foreign trade is that of building railroad cars. There is no center in the country where conditions are so favorable as St. Louis for the construction of railroad material, where the basic

materials can be had at the minimum of cost, where labor can be secured in abundance, and where living is reasonably moderate.

The three mammoth plants, which turn out the vast product are equipped with the latest and most advanced machinery and enables them to economise labor as well as accomplish much in a given time.

The thousands of workmen which are employed in this industry, are mostly skilled mechanics, who earn good wages and are an intelligent class of men.

The vast contracts that they fill from every part of this country as well as the extensive orders they receive from all parts of the world, make up a business that is huge in its proportions. One of these plants alone shipped twelve million dollars worth of cars and material to foreign countries in 1905. The total foreign sales of the three plants amounted to 12,055,000.

FLOUR.

The industry coming next in importance is that of Flour. The foreign shipments aggregate 718,230 barrels, or an approximate estimate value of \$3,500,000, exported to twenty-one countries. Cuba leading with 275,617 barrels and Great Britain second with 179,282 barrels. With our waterways improved this staple article could be exported to much better advantage and in a much larger amount.

PACKING HOUSE PRODUCT.

Of these important articles of export, including those from East St. Louis, the approximate estimate is \$2,000,000.

As Germany is one of our largest customers in meats, the treaty with that country expiring in March, and having made no reciprocal arrangement with that country, our exports in that line will meet with the severe agrarian laws and duties now in force there against agricultural imports from other nations. Our exports therefore of such products will necessarily be curtailed very seriously this year.

PLUMBING GOODS, IRON PIPE AND FITTINGS.

The trade in this line is growing, and Latin-American countries are generally beginning to adopt the excellent American sanitary methods and systems.

From the best informed sources we learn that there has been exports approximately amounting to \$500,000. These are likely to expand very materially this year, as the need of adopting sanitary measures is beginning to be realized in the countries south of us, where practically they have had heretofore no scientific system of sewage.

SHOES.

Our industry of shoes is expanding in every direction and the foreign exports have increased over last year. Our estimate, made from reliable sources, make it \$500,000 for the year 1905.

The rapid development of this portion of our export trade is interesting. It is only a few years ago that our exports in this line were practically nil, in fact the industry itself is but of recent years. It certainly bids fair to be a most important one in the near future.

BEER.

This article seems to be popular in many markets, and St. Louis beer is being consumed in various parts of the world. According to statement made by Surveyor of Customs, the amount of beer entered in bond for foreign countries aggregated \$429,702.

BUTCHERS' SUPPLIES.

The exports in this line were approximately \$475,000. This includes casings, sausage and implements for butchers.

HARDWARE AND WOODENWARE, INCLUDING IRON AND STEEL GOODS.

The amount of exports in the lines of Hardware and Woodenware has not increased this year and the total will not aggregate over \$350,000.

There is a good field for our hardware and woodenware people, both in Mexico and Cuba, but for some reason our exporters in that line have not pushed their business. It is hard to get at the reasons for this backward move on our part, as the losses sustained by our friends have been immaterial compared with the business they had done. We hope for more enterprise in the future in this line, especially where the field is so desirable.

FIRE CLAY PRODUCTS.

Exports of Fire Brick, Vitreous Pipe and Building Material in this line are estimated at \$200,000.

HATS, DRY GOODS, ETC.

These goods are exported only to Mexico and Cuba and some few Central American ports and the total may be estimated at not over \$100,000.

Our exports of Burlaps, as reported to our Custom House, shows some decrease as compared with last year. They amount to \$156,607.

Dry Plates.....	\$98,606
Steel Wire Rope.....	57,594
Tobacco.....	34,500

Other items, which are small, will be observed in the Custom House statement of exports for 1905.

COMMERCE OF

EXPORTS.

appear to be as follows:

Food Material	\$12,025,000
.....	3,500,000
.....	4,500,000
.....	1,000,000
etc.....	500,000
.....	500,000
.....	475,000
.....	429,702
C.....	350,000
Agricultural Im-	
.....	200,000
.....	200,000
.....	156,607
.....	98,606
.....	57,594
.....	34,500
.....	100,000

ETS.

eral merchandise, as per statement
up, Surveyor of Customs of this Port,
they are shipped and their value.
s compared with 1904, \$6,331,726.
of 1905 was \$2,009,805.25.

FEE.

luty, is not included in the Custom

n Rio de Janeiro and Santos, Brazil,

J American States and Mexico fur-
n that line.

red in 1905 was 576,860 and 29,565
1904, was 552,860 bags and 50,385
Coffee received about 300,000 bags

FRUITS.

GES.

placing the Mexican product. There
ipped into this market last year.
portations is a decided handicap to
se of failure of the Florida or Cali-
such import of this article.

LEMONS.

California is now supplying our markets with three-fourths of our requirements. There were imported from Italy 135,000 boxes.

BANANAS.

The importations of Bananas are all from the Carribean ports of the Central American Countries, via the Port of New Orleans. There were imported during the year 1905 1500 cars.

PINEAPPLES.

During the season of 1905 we received 150 cars of Pineapples from Cuba. Although Mexico produces considerable of this fruit, they do not seem to care to raise it for shipment, although there would seem to be a good profit in its culture.

COCOANUTS.

We received from the Carribean ports of Central America 100 cars of Cocoanuts. This is another article which could be raised profitably both in Mexico and Cuba, but it has not received much attention from growers in either country.

MEXICO.

The trade of Mexico for the first quarter of the fiscal year, July, August and September, 1905:

Imports into Mexico	\$38,505,100.83
Same period 1904.....	38,345,607.42
<hr/>	
Increase in 1905.....	\$ 159,493.41
<hr/>	
Exports from Mexico.....	\$59,748,677.91
Same period 1904.....	49,180,604.14
<hr/>	
Increase in 1905.....	\$10,568,073.77

The exports of Mexico show a healthy balance of trade in their favor of \$21,243,577.08.

St. Louis has shipped a large amount of railroad cars and material into Mexico, after which come in the order named Shoes, Corn, Wheat, Hardware, Iron, Steel, etc., Agricultural Machinery, Implements, Wagons, etc., Plumbing Goods and Iron Pipe, Fire Clay Products, Electrical Supplies, Hats, Glassware, Cooperage and Sundries.

CUBA.

Trade of the United States with Cuba steadily increases and for the 11 months ending December 1, 1905, the imports into the United States from Cuba were \$90,862,901.00, as compared with same period in 1904, \$74,950,992.00. United States exports to Cuba same period in 1905 were \$39,862,025, as compared with same period in 1904, \$32,644,345.

St. Louis exports to the Island in 1905 comprised about as follows:

	Estimate Approximate Value,
Flour, 275,617 Bbls.....	\$ 1,378,085.00
Provisions.....	400,000.00
Machinery, Iron and Steel Goods	300,000.00
Agricultural Implements, Wagons, etc	150,000.00
Corn, Oats, Bran, etc.....	100,000.00

Value of exports from St. Louis to Cuba passing through Cuban Consulate, from April 1st to December 31st, as reported by Chas. E. L. Thomas, Cuban Consul, were as follows:

Beds (Metal).....	\$ 3,471.30
Beer.....	104,743.70
Broom Corn.....	19,760.26
Drugs.....	11,608.47
Flour.....	673,285.78
Furniture.....	2,946.57
Grain.....	158,293.50
Hardware.....	35,855.34
Paper.....	12,950.30
Shoes.....	9,622.16
Miscellaneous.....	30,275.40
Total.....	\$ 1,062,812.78

ST. LOUIS MUNICIPAL AFFAIRS.

For the fiscal year ending April 10th, 1905. From the Report of
JAMES Y. PLAYER, Comptroller.

CONDITION OF THE TREASURY.

The balance in the Treasury at the end of the fiscal year, April 10, 1905, was \$6,980,349.66. To this amount is to be added for uncollected special tax bills for the opening, sprinkling and changing grades of streets, and for maintaining boulevards, \$199,614.51, making the total resources of the Treasury \$7,179,964.17. To be charged against this amount is the balance standing to the credit of special funds and accounts aggregating \$4,313,341.64. After deducting this amount from the resources of the Treasury, an unappropriated surplus of \$2,866,622.53 remains, belonging to the respective revenue funds, as follows:

Interest and Public Debt Revenue.....	\$ 334,638 91
Municipal Revenue.....	798,971 86
Water Works Revenue.....	1,652,718 27
Harbor Fund.....	80,298 53
	<hr/>
	\$2,866,622 58

REVENUE AND APPROPRIATIONS.

The receipts of the revenue funds for the fiscal year ending April 10, 1905, including unappropriated balances, April 12, 1904, were as follows:

Interest and Public Debt Revenue.....	\$ 2,176,678 29
Municipal Revenue.....	9,065,895 85
Water Works Revenue.....	4,835,416 03
Harbor Fund.....	159,814 61
	<hr/>
	\$15,737,804 88

BONDED DEBT.

At the close of the fiscal year ending April 11, 1904, the bonded debt of the City was \$23,539,278.30. During the year just closed the Fund Commissioners purchased and cancelled \$200,000.00 of World's Fair Bonds; they also purchased and cancelled \$1,900,000.00 6 per cent bonds issued in April, 1875, for the purchase of Forest, Carondelet and O'Fallon Parks; \$900,000.00 of the amount necessary to retire these 6 per cent bonds was taken from the Sinking Fund and \$1,000,000.00 was obtained from the sale of twenty-year renewal bonds, bearing 3½ per cent interest, thus reducing the total bonded debt to \$22,439,278.30. The annual interest charge on the entire bonded debt during the year just closed amounted to \$922,736.33, an average rate of 3.89 per cent.

SINKING FUND.

Under the provisions of Section 2, Article XIV, of the Charter, \$1,200,000.00 must be annually applied exclusively to the payment of interest on the bonded debt outstanding on the seventh day of April, 1890, and for Sinking Fund purposes for the redemption and purchase of bonds outstanding on that date.

Ordinance 20641, authorizing the issue of five million dollars of bonds in aid of the St. Louis World's Fair celebrating the Louisiana Purchase Centennial, requires the levying of a tax sufficient to pay the interest on the bonds, and sufficient, also, to provide a specific amount annually for Sinking Fund purposes to be applied only to the redemption of this particular issue of bonds.

Ordinance 21475, approved April 14, 1904, authorizes the creation of a Sinking Fund for the redemption of bonds known as "Water Bonds," and directs that \$300,000.00 be set aside annually out of Water Works Revenue to provide for the redemption of said bonds at maturity; accordingly a sinking fund known as "Water Works Bonds Sinking Fund" was established and \$300,000 transferred to it from Water Works Revenue.

At the close of the fiscal year ending April 11, 1904, the balance in the Sinking Fund established under the provisions of the Charter for the redemption and purchase of bonds outstanding on the seventh day of April, 1890, was \$1,497,027.29. To this should be added the sum of \$459,407.72, resources of the Sinking Fund for the year just closed. Of this amount \$900,000.00 was transferred to redemption of bonds, leaving the balance in the Sinking Fund, April 10, 1905, \$1,056,455.01.

To the balance of \$510.00 to the credit of the World's Fair Sinking Fund should be added \$194,000.00 set apart this year under provisions of Ordinance 20641. Of this amount \$193,500.00 was transferred to redemption of bonds, leaving a balance of \$1,010.00 in this Sinking Fund account at the close of the year.

TAXATION.

The assessed valuation of real and personal property for the taxes of 1905 will be, approximately, \$437,919,530.00, of which \$351,930,540.00 is assessed as the valuation of real estate, and \$85,988,990.00 as the value of personal property.

The State Board of Equalization assessed the value of railroad, bridge, telegraph, express and street railroad property for the year 1904 at \$29,225,117.00. There is no doubt that the assessment for taxes of 1905 will exceed the previous assessment by several millions of dollars.

The rates of taxation for 1905 on the \$100.00 valuation are as follows:

For payment of debt and interest (bonds outstanding April 7, 1890)...	\$0.20
For interest and sinking fund, World's Fair bonds.....	.08
For general municipal purposes.....	1.16
Total city.....	\$1.48
For public library.....	.04
Total.....	\$1.47

COMPARATIVE STATEMENT

SHOWING THE PROGRESSIVE DEVELOPMENT OF THE CITY OF ST. LOUIS DURING THE PAST TWENTY-FIVE YEARS.

	Year Ending April 12, 1880.	Year Ending April 7, 1890.	Year Ending April 9, 1900.	Year Ending April 10, 1905.
Area of City, 61.37 square miles; or, 39,276.8 acres..				
Number of miles of Improved Streets.....	307.74	341.75	432.08	479.13
Number of Miles of Sewers.....	195.95	311.09	487.98	579.53
Population.....	350,818	451,770	575,238	612,279
Bonded Debt.....	\$ 22,507,000.00	\$ 21,873,100.00	\$ 18,916,278.30	\$ 22,439,278.30
Sinking Fund.....	.....	.....	189,315.59	1,057,465.01
Assessed Valuation.....	160,750,440.00	245,834,850.00	358,300,980.00	439,584,490.00
Rate of Taxation per \$1,000.00 for Municipal pur- poses, including Interest and Public Library....	17.50	16.50	13.00	14.70
Rate of Taxation per \$1,000.00 for City, State and Schools.....	26.00	22.00	19.50	21.90
RECEIPTS—REVENUE FUNDS—				
Interest and Public Debt Revenue.....	1,598,294.82	1,373,238.89	2,157,356.35	2,176,678.29
Municipal Revenue.....	2,792,392.53	4,130,395.11	5,701,557.57	9,065,895.95
Water Works Revenue.....	647,534.71	1,417,267.00	2,116,080.31	4,335,416.03
Harbor Fund.....	75,009.73	85,713.32	96,740.60	159,314.61
Total Receipts.....	\$ 5,113,231.79	\$ 7,006,614.32	\$ 10,071,735.43	\$ 15,737,304.88

STATE OF MISSOURI.

7-

FINANCIAL STATEMENT PREPARED BY MR. WM W. WILDER,
STATE AUDITOR, JANUARY 12, 1906.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1905 taxes.....	\$1,174,009,552 00
Railroad, Bridge and Telegraph property, including street railway property for 1905 taxes	188,830,789 00
Merchants and Manufacturers, valuation for 1905 taxes (Esti- mated).....	101,640,882 00
Total	<u>\$1,414,480,723 00</u>
Balance in Treasury, December 31, 1904.....	\$ 2,116,563 64
Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1905.....	5,817,035 27
Disbursements during the year 1905, for all purposes.....	6,047,148 16
Balance in Treasury December 31, 1905	<u>1,886,450 95</u>

STATE DEBT, JANUARY 1, 1906.

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

1 School certificate, 6 per cent.....	\$2,900,000 00
6 School certificates, 5 per cent.....	250,000 00
	<u>\$3,150,000 00</u>
1 Seminary certificate, 6 per cent.....	\$ 122,000 00
21 Seminary certificates, 5 per cent.....	1,117,839 42
	<u>\$1,239,839 42</u>
Total School and Seminary fund certificates.....	\$4,389,839 42

MINING INDUSTRIES OF MISSOURI.

By J. W. MARSTELLAR, Secretary Bureau of Mines.

The following is our estimate of the product and value of the three principal minerals mined in the State during the year 1905:

Zinc Ores mined	231,728 tons valued at.....	\$10,378,924
Lead Ores mined	147,161 tons valued at.....	7,807,229
Coal mined	4,591,866 tons valued at.....	7,714,318

Total value lead, zinc and coal.....	\$25,900,471
Add value of other underground productions, nickel, cobalt, copper, iron ore, baryta, tripoli and china clay.....	700,086
Fire and other clays, cement rock, marble, granite and building stone.....	4,726,418
Total value of underground productions.....	\$31,326,975

The value of zinc, lead and coal for 1905, shows an increase over 1904 of \$4,220,801 or 20 per cent. This increase in a single year, is in excess of the value of the total production of lead and zinc for the year 1895.

ZINC ORE.

This ore shows a decline in production for 1905 compared with 1904 of 6,665 tons. The value of the output however, not only overcomes the shortage in tonnage, but shows an increased value over 1904 of \$2,123,750 or 25.97 per cent. This increase in the single year amounts to more than the value of the entire output of zinc in 1895.

Jasper County produced 90.22 per cent of the zinc output of the State. The price of ore during the past year will show an average in excess of \$45.00 per ton. The future of the industry is most promising and there is nothing apparent that can interfere with its continued prosperity aside from that of a general depression in the business of the country.

LEAD ORE.

This ore shows an increase in both product and value for the year. The output being 147,161 tons or an increase over 1904 of 12,134 tons and an increase in value of \$1,355,811. There has been an average increase in the price of ore in the eastern district of \$3.39 per ton, and in the western district the increase in price has averaged \$5.00 per ton. St. Francois

TRADE AND COMMERCE OF

largely lead in the production of lead ore, having
£ 294,000,000 pounds, 199,794,000 pounds. This
a wonderful activity and the current year under
will show a still further advance in its productions

COAL

keeps pace with the times, showing progress of a
the output for 1905 footed up a tonnage of 4,591,866
2 tons for 1904, the increase of the last year being
former year. The total value of the product being
more over 1904 of \$711,240. If a strike can be
of the present agreement (March 30, 1906) be-
hind miners, the promise for an excellent trade for
very good.

£ 20 per cent in the value of our three principal
at, our operators and miners should feel satisfied.

POPULATION OF ST. LOUIS.

AREA 63½ SQUARE MILES.

1890	4,938	14	294,834
1892	5,800	14	310,867
1894	5,838	14	330,523
1896	6,597	14	400,000
1898	8,310	14	450,000
1900	12,040	14	451,773
1902	15,489	15	575,388
1904	24,140	15	609,000
1906	74,439	15	621,000
1908	94,000	15	700,000
1910	125,200	15	714,390
1912	135,597		

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1895	61,861,610		2.00	....
1897	88,035,800		2.25	....
1899	94,303,379		2.35	....
1900	113,036,410		2.35	....
1902	119,030,800		....	....
1904	123,833,989		2.50	....
1906	120,335,180		2.75	....
1908	140,144,400		2.75	....
1910	141,041,400		2.85.5	....
1912	161,141,080		2.45.5	....
1914	182,785,454		2.45.5	....
1916	140,912,750		2.00	....
1918	140,976,540		2.00	1.95
1920	120,071,670		2.00	1.85
1922	120,834,900		2.00	1.85
1924	120,897,470		2.00	1.85
1926	161,679,200		2.00	1.85
1928	163,479,000		2.00	1.85
1930	175,506,650		2.00	1.85
1932	177,857,340		2.00	1.85
1934	187,291,540		2.00	1.85
1936	184,515,500		2.00	1.85
1938	195,978,200		2.00	1.75
1940	196,125,840		2.00	1.60
1942	214,971,000		2.00	1.60
1944	215,223,200		2.00	1.60
1946	243,230,140		2.05	1.60
1948	243,737,430		2.05	1.67
1950	270,239,300		2.05	1.67
1952	268,096,900		2.05	1.67
1954	296,419,000		2.05	1.67
1956	299,625,220		2.05	1.67
1958	314,975,540	300,516,800	2.05	1.67
1960	300,019,980	374,565,490	1.95	1.57
1962	327,301,940	380,779,380	1.95	1.57
1964	342,353,540	394,723,760	1.90	1.50
1966	357,701,410	418,048,800	1.95	1.55
1968	385,633,250	443,865,580	2.15	2.15
1970	373,420,940	456,912,610	2.19	2.19
1972	381,875,320	468,908,700	2.19	2.19

City Assessment \$438,754,870

Board of Equalization for Railroads, Bridges, Telegraph, Express and
Street Railroad Property 80,140,820

Total \$518,895,690

City Tax, \$1.47; State, 17c; School, 55c \$3.19

BUILDING IMPROVEMENTS IN 1905.

By JAMES A. SMITH, Commissioner of Public Buildings.

The feature of the year has been the unusual number of permits issued, particularly during the months of March and April, for Flats buildings. During the month of March the record for the number of permits issued in any one month was broken in the history of the department. The actual frontage of buildings built during the past year is another feature, being a fraction less than 30 miles actual frontage of new buildings.

The market at present indicates that 1906 will exceed the year past, not perhaps in the number of permits, but particularly in the total cost and frontage; that opinion is based on the number of large buildings, for which plans are being prepared and submitted to this department, in what is known as the "business district" and adjacent thereto. With the exception of the closing months of the year just past, this class of buildings does not show a comparative increase, but from all indications 1906 will be the banner year in factory, mercantile, manufacturing and office buildings, as was 1905 in flats and residence buildings.

For comparison in this line, in order to show one of the permanent benefits derived from our World's Fair, take one year prior and one year after the Fair: The number of residence buildings erected in the year 1903 was 891, and in the year 1905, 1648. The number of flats built in the year 1903 was 258, and in 1905, 1782. Had our mercantile propositions kept pace with this you can imagine the result, but propositions like office buildings and large mercantile buildings require more time to be put in operation and naturally follow, rather than keep pace with the smaller improvements.

BUILDING IMPROVEMENTS

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE CITY OF ST. LOUIS DURING THE YEAR 1904 AND 1905.

Prepared by JAMES A. SMITH, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

1904.			1905.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January	265	\$ 848,385	January.....	273	\$ 999,884
February	327	907,480	February....	353	1,275,122
March	580	1,617,809	March	1,030	3,012,416
April.....	533	1,131,633	April	834	2,933,178
May.....	555	834,212	May	759	1,886,447
June	528	1,190,549	June.....	678	2,163,143
July.....	469	994,871	July	764	2,374,395
August	606	1,487,093	August . . .	827	1,856,430
September....	609	1,575,039	September ..	826	1,689,765
October.....	654	1,451,195	October	782	1,596,333
November....	534	1,355,982	November ..	660	2,335,537
December	295	651,536	December ...	499	1,212,029
Totals.....	5,960	\$14,075,794	Totals.....	8,285	\$23,434,734

BUILDING PERMITS ISSUED FOR TWENTY-THREE YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1905.....	3,971	4,314	8,285	\$23,434,734
1904.....	2,654	3,306	5,960	14,075,794
1903.....	2,177	2,625	4,802	14,544,430
1902.....	2,263	2,236	4,502	12,854,035
1901.....	1,898	1,824	3,722	13,207,991
1900....	1,330	1,133	2,513	5,916,934
1899.....	1,539	931	2,500	8,249,565
1898.....	1,361	793	2,657	7,333,839
1897.....	2,549	771	3,320	9,471,640
1896.....	2,343	636	3,029	10,034,903
1895.....	2,362	730	3,642	14,331,060
1894.....	2,977	376	3,353	11,344,700
1893.....	2,743	1,039	3,337	12,357,637
1892.....	3,493	1,233	4,732	16,973,978
1891.....	2,976	1,459	4,435	13,259,950
1890.....	2,635	1,329	3,994	13,632,700
1889.....	2,453	1,091	3,544	9,765,700
1888.....	2,145	341	2,933	8,020,501
1887.....	1,342	643	2,490	8,162,914
1886.....	1,733	491	2,224	7,030,319
1885.....	2,150	510	2,670	7,376,519
1884....	1,930	620	2,609	7,316,635
1883.....	1,331	520	2,401	7,123,373

ST. LOUIS WEATHER FOR THE YEAR 1905.

By EDWARD H. BOWIE, Local Forecaster, United States Weather Bureau.

The mean temperature at St. Louis, Missouri, for the year 1905, was 54.9° or 2.3° below the normal of thirty-two years, and the lowest annual mean temperature since 1888, with the exception of 1904. The temperature of the winter months was below normal, the greatest deficiency, 10.6° , occurring in February. The spring months, with the exception of April, were above normal, the greater excess, 5.8° , being recorded in March. The summer months averaged about one degree below their normal temperature. The temperature of the autumnal months, with the exception of October, which had a deficiency of 2.4° , was slightly above the seasonal normal.

The precipitation was above normal during January, May, July, August, September and October, and below during the remainder of the year; the greatest excess was 4.27 inches in October, and the largest deficiency, 1.85 inches in June. The total snowfall (unmelted) was 14.3 inches and the annual rainfall 36.95 inches, or 0.16 of an inch below normal.

The total wind movement for the year, was 92,461 miles, or an average of 11 miles per hour. The prevailing wind was from the southeast, and the maximum velocity was 46 miles per hour, from the southwest on March 17th.

The total number of clear days was 130; partly cloudy, 124; cloudy, 111; days with rain (0.01 of an inch or more), 106; with snow, 14; with hail, 4; with fog, 4; with thunderstorms, 47.

RECORD BY MONTHS.

JANUARY.

The mean temperature for January was 24.2° , or 7.5° below normal. The highest temperature for the month, was 65° , on the 1st, and the lowest, 6° below zero, on the 25th; the absolute range, 71° ; greatest daily, 36° on the 24th. The total precipitation was 2.47 inches, or 0.29 of an inch above normal. Snow occurred on the 6th, 9th, 10th and 24th, the total snowfall being 6.8 inches. The prevailing wind was from the northwest, and the maximum velocity was 42 miles per hour, from the northwest, on the 24th. There were 8 clear, 12 partly cloudy, 11 cloudy and 7 rainy days (days with rain or snow) during the month.

FEBRUARY.

The mean temperature for February, was 23.4° , or 11.0° below normal. The highest temperature during the month was 61° , on the 28th, and the lowest, 18 below zero, on the 13th. The absolute range in temperature for the month, 79° ; greatest daily range, 34° on the 12th. The total precipitation was 1.12 inches, or 1.66 inches below normal. Snow occurred on the 3rd, 5th, 8th, 11th, 12th, 14th, 19th and 20th, the total amount for the month being 7.5 inches. The prevailing wind was from the northwest, and the maximum velocity was 38 miles per hour, from the northwest, on the 27th. There were 11 clear, 5 partly cloudy, 12 cloudy and 8 rainy or snowy days during the month.

MARCH. $\frac{F}{B}$

March was decidedly warmer than usual, the mean temperature being 49.9° , or 6.0° above normal. The highest temperature was 78° on the 27th and the lowest, 24° on the 11th. The absolute range was 54° ; greatest daily range, 34° , on the 15th. The total precipitation was 2.35 inches, or 1.14 inches below normal. No snow occurred during the month. Thunderstorms occurred on the 17th, 19th and 23rd. The prevailing wind was from the south, and the maximum velocity was 46 miles per hour, from the southwest, on the 17th. There were 13 clear, 7 partly cloudy, 11 cloudy and 9 rainy days during the month.

APRIL.

The mean temperature for April was 55.8° or 0.6° below normal. The highest temperature for the month was 88° , on the 9th, and the lowest, 32° , on the 16th; the absolute range was 56° ; greatest daily range, 35° , on the 9th. The total precipitation was 2.32 inches, or 1.47 inches below normal. The prevailing wind was from the southeast, and the maximum velocity was 38 miles per hour, from the north, on the 28th. There were 7 clear 11 partly cloudy, 12 cloudy and 11 rainy days during the month.

MAY.

The mean temperature for May was 67.2° , or 0.8° above normal. The highest temperature was 91° , on the 29th, and the lowest, 49° on the 9th. The absolute range was 42° ; greatest daily range, 34° on the 9th. The total rainfall was 4.67 inches, 0.09 of an inch below normal. Thunderstorms occurred on the 4th, 9th, 11th, 13th, 16th, 25th and 29th. The prevailing wind was from the southeast, and the maximum velocity was 46 miles per hour, from the southwest, on the 14th. There were 8 clear 17 partly cloudy, 6 cloudy, and 11 rainy days during the month.

JUNE.

The mean temperature for June, was 76.2° , or 1.1° above normal. The maximum temperature was 96° , on the 17th, and the minimum, 56° , on the 23rd. The absolute range was 40° ; greatest daily range, 26° , on

the 9th. The total rainfall was 2.72 inches, or 2.36 below normal. Thunderstorms occurred on the 6th, 11th, 18th, 20th, 26th and 30th. The prevailing wind was from the southwest, and the maximum velocity, 34 miles per hour, from the southwest, on the 30th. There were 10 clear, 15 partly cloudy, 5 cloudy and 6 rainy days during the month.

June 24th to July 1st

JULY.

The mean temperature for July, was 75.4°, or 4.0° below normal. The maximum temperature was 94°, on the 18th, and the minimum, 61°, on the 10th. The absolute range was 33°; greatest daily range, 25°, on the 2nd. The total rainfall was 4.42 inches, or 0.66 of an inch above normal. Thunderstorms occurred on the 2nd, 3rd, 5th, 6th, 7th, 9th, 11th, 12th, 20th and 27th. The prevailing wind was from the southwest, and the maximum velocity was 39 miles per hour, from the southwest, on the 2nd. There were 7 clear, 11 partly cloudy, 13 cloudy and 11 rainy days during the month.

AUGUST.

The mean temperature for the month, was 77.6°, or practically normal. The maximum was 92°, on the 12th, and the minimum, 60°, on the 26th. The absolute range was 32°, and the greatest daily range, 23°, on the 6th. The total rainfall was 2.58 inches, or 0.92 of an inch below normal. The prevailing wind was from the south, and the maximum velocity was 44 miles per hour, from the northwest, on the 16th. Thunderstorms occurred on the 2nd, 3rd, 6th, 13th, 14th, 16th, 19th, 22nd and 24th. There were 16 clear, 11 partly cloudy, 4 cloudy, and 10 rainy days during the month.

SEPTEMBER.

The mean temperature for September, was 70.8°, or 1.0° below normal. The maximum was 92°, on the 1st, and the minimum, 55° on the 5th. The greatest daily range was 24°, on the 24th; absolute range, 37°. The total rainfall for the month was 5.56 inches, or 2.44 inches above normal. Thunderstorms occurred on the 2nd, 14th, 16th and 19th. The prevailing wind was from the southeast, and the maximum velocity was 45 miles per hour, from the north, on the 2nd. There were 10 clear, 9 partly cloudy, 11 cloudy, and 8 rainy days during the month.

OCTOBER.

The mean temperature for October, was 56.4°, or 2.3° below normal. The maximum temperature was 82°, on the 5th, and the minimum, 32°, on the 28th. The absolute range was 50°, and the greatest daily range was 32°, on the 19th. The total precipitation was 6.64 inches, or 3.75 inches above normal. Thunderstorms occurred on the 16th and 17th. The prevailing wind was from the south, and the maximum velocity was 36 miles per hour, from the northwest, on the 14th. There were 10 clear, 11 partly cloudy, 10 cloudy, and 13 rainy days during the month. The first frost of the season, which was a killing frost, occurred on the 12th.

NOVEMBER.

The mean temperature for November was 46.6°, or 1.7° above normal. The maximum temperature was 77°, on the 28th, and the minimum, 15°, on the 30th. The absolute range was 62°; the greatest daily range was 32°, on the 28th. The total precipitation was 1.63 inches, or 1.47 inches below normal. There were no thunderstorms during the month. The prevailing wind was from the west, and the maximum velocity was 39 miles per hour, from the west, on the 5th. There were 14 clear, 6 partly cloudy, 10 cloudy, and 6 rainy days during the month.

DECEMBER.

The mean temperature for December was 35.3°, or 0.6° below normal. The maximum temperature was 59°, on the 11th, and the lowest, 13° on the 4th. The absolute range was 46°; the greatest daily range was 24°, on the 11th. The total precipitation was 2.06 inches, or 0.75 of an inch below normal. Snow occurred on the 22nd, but practically all of it melted as it fell. The prevailing wind was from the west, and the maximum velocity 34 miles per hour, from the west, on the 10th. There were 16 clear, 9 partly cloudy, 6 cloudy and 6 rainy days during the month.

NORMAL CLIMATIC CONDITIONS AT ST. LOUIS, MO.

Extreme and average climatic condition for each month of the year, compiled from the Weather Bureau records of the last 85 years:

MONTH.	TEMPERATURE			PER C'TGE.		Precipitation in inches.	NUMBER OF DAYS.				Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation	
January	74	—22	51.4	74	52	2.28	11	10	10	9	N. W.
February	78	—16	54.0	74	54	2.82	9	9	10	9	N. W.
March	85	8	44.1	72	56	5.48	9	11	11	11	N. W.
April	91	22	56.4	68	50	8.89	10	11	9	10	S. E.
May	94	32	63.4	69	50	4.81	11	12	8	12	S.
June	102	44	75.2	68	48	4.57	10	14	6	12	S.
July	107	55	79.2	68	44	8.59	18	18	5	9	S.
August	106	52	77.5	68	39	2.44	14	12	5	8	S.
September	102	57	70.2	70	39	2.98	15	10	5	7	S.
October	91	24	56.8	68	37	2.37	16	9	6	7	S.
November	82	5	44.9	70	51	2.81	10	10	10	9	S.
December	74	—14	35.6	76	57	2.06	9	10	12	10	S.
Normals and Extremes.	107	—22	56.2	70	48	36.95	187	131	97	118	S.

— Indicates below zero. Maximum temperature 107 degrees July 24th, 1901. Minimum temperature 22 degrees below zero January 5th, 1884. Absolute range 129 degrees.

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1905.

TAKEN FROM THE RECORDS OF THE U. S. WEATHER BUREAU,
LOCAL OFFICE.

DAY OF MONTH	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....		T					T			T.28		T.65
2.....	T.08			.02			.72	.01	1.01	T	T	T.65
3.....	T	.07		.01			.18	1.22				T.65
4.....					2.08		T				.41	
5.....		.85		T	.16		T	.88	T		.68	
6.....	T.01		.21	T	.06		.02	.14	T.16			
7.....	T		.81				T		T			
8.....	.01	.42	.80				T					
9.....	.14			.01	.27		1.10		.62	.01		
10.....	.25			.17	.01	T	1.04		.22	.26		
11.....	1.45	.06		T	.02	.01	.07					
12.....	T	.12					.12	.04				
13.....	T			.08	.89			.04				T
14.....		.01							T	.01		
15.....				T	.02			.47	T	.35		
16.....		T		T	.15				2.76	.27		
17.....			.17						.46	1.15		
18.....	.54		.01			.10		.04		2.11	.26	T
19.....		.07	T.05						.25	T.05	.09	
20.....			T	.10	T	1.07	.55			T		.33
21.....			T	.04			.80	.28				.04
22.....					T	T						.02
23.....			.20			.86		.01		T	.11	T
24.....	.04	.02		.01				T		.67		
25.....			T	1.06	.50					.86		
26.....				.02		.16	.02					
27.....		T					.80			T	.08	.01
28.....	T		.12	.85								1.01
29.....	T		.89		.56	T					T	
30.....					T	1.02	T		.08	.45		
31.....										.17		T
Total.....	2.47	1.12	2.85	2.82	4.67	2.72	4.42	2.58	5.56	6.64	1.68	2.06
Departure.....	+0.24	-1.70	-1.08	-1.07	+0.86	-1.85	+0.88	+0.14	+2.63	+4.27	-1.18	-0.75

+Excess. -Deficiency. T indicates precipitation too small to measure.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1905.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	<div>Sum of all days</div>
January...Max. ...Min.	65 47	54 24	57 19	63 21	69 29	73 20	79 21	82 16	85 10	88 8	92 13	95 14	98 8	101 -1	104 3	107 12	110 22	113 34	116 32	119 28	122 16	125 28	128 16	131 22	134 -5	137 4	140 25	143 16	146 21	149 10	152 18	2981.7 1816.7
February...Max. ...Min.	18 -1	23 -10	28 -1	33 4	38 17	43 10	48 5	53 20	58 17	63 4	68 12	73 -7	78 -18	83 -2	88 -4	93 8	98 21	103 15	108 26	113 31	118 26	123 34	128 29	133 29	138 48	143 85	148 83	153 61	158 ...	163 ...	168 ...	81.9 14.8
March...Max. ...Min.	51 57	64 35	74 31	81 36	88 36	93 35	98 40	103 43	108 34	113 30	118 24	123 29	128 20	133 14	138 8	143 69	148 58	153 57	158 67	163 86	168 84	173 66	178 47	183 69	188 44	193 51	198 62	203 55	208 43	213 55	218 43	7659.7 5140.1
April...Max. ...Min.	60 59	77 60	83 68	88 66	93 62	98 58	103 53	108 49	113 53	118 53	123 46	128 44	133 49	138 42	143 35	148 22	153 15	158 40	163 45	168 61	173 60	178 59	183 66	188 74	193 51	198 55	203 60	208 60	213 52	218 51	223 ...	64.8 46.8
May...Max. ...Min.	76 55	82 69	88 65	94 64	99 62	104 58	109 53	114 49	119 49	124 71	129 67	134 53	139 49	144 61	149 56	154 44	159 35	164 53	169 54	174 68	179 60	184 60	189 74	194 55	199 79	204 69	209 52	214 59	219 62	224 64	229 60	7476.2 5858.1
June...Max. ...Min.	78 61	83 64	88 64	91 70	96 72	101 74	106 64	111 57	116 61	121 74	126 68	131 64	136 67	141 71	146 69	151 71	156 78	161 95	166 92	171 80	176 86	181 82	186 78	191 84	196 88	201 90	206 86	211 87	216 81	221 80	226 89	85.6 63.9
July...Max. ...Min.	81 69	91 66	96 68	101 64	106 67	111 65	116 64	121 68	126 64	131 61	136 65	141 72	146 66	151 73	156 74	161 74	166 84	171 94	176 88	181 80	186 84	191 85	196 81	201 85	206 78	211 80	216 86	221 87	226 83	231 89	236 80	8282.9 6765.0
August...Max. ...Min.	85 66	90 70	95 66	100 69	105 73	110 68	115 68	120 70	125 71	130 74	135 72	140 75	145 78	150 71	155 70	160 64	165 66	170 82	175 84	180 80	185 80	190 85	195 85	200 84	205 80	210 80	215 80	220 84	225 88	230 88	235 83	9186.2 7068.9
September...Max. ...Min.	92 74	99 68	106 66	113 56	120 55	127 59	134 63	141 66	148 66	155 67	162 65	169 64	176 68	183 64	190 71	197 66	204 66	211 86	218 77	225 78	232 87	239 87	246 78	253 84	260 85	267 80	274 85	281 84	288 84	295 76	302 86	78.4 63.2
October...Max. ...Min.	74 68	80 60	86 53	92 56	98 62	104 60	110 58	116 63	122 61	128 49	134 42	140 39	146 53	152 55	158 49	164 46	170 57	176 68	182 76	188 68	194 51	200 55	206 64	212 54	218 50	224 54	230 61	236 51	242 44	248 45	254 37	4264.8 3448.5
November...Max. ...Min.	44 36	53 25	61 23	69 42	77 46	85 44	93 40	101 39	109 34	117 33	125 26	133 23	141 38	149 42	157 36	165 49	173 45	181 61	189 44	197 50	205 59	213 59	221 45	229 45	237 59	245 59	253 64	261 77	269 45	277 15	285 29	53.2 38.1
December...Max. ...Min.	36 24	45 23	53 14	61 13	69 26	77 36	85 38	93 37	101 45	109 52	117 35	125 34	133 27	141 28	149 23	157 22	165 29	173 44	181 36	189 42	197 42	205 38	213 28	221 38	229 26	237 48	245 54	253 47	261 42	269 32	277 45	8942.8 8828.8

- Below zero.

CUSTOM HOUSE TRANSACTIONS, 1905.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1905, showing foreign value and duty paid.

CHAS. F. GALLenkAMP,
Surveyor of Customs.

COMMODITIES.	Value.	Duty.
Art Works.....	\$ 13,208 00	\$ 2,264 60
Books and Printed Matter.....	9,112 00	2,277 81
Brushes.....	4,498 00	1,799 20
Burlaps and Bagging.....	557,459 00	144,208 67
Chemicals and Drugs.....	176,465 00	71,022 76
China and Earthenware.....	80,181 00	45,655 15
Outlery.....	68,864 00	36,531 50
Fire Arms	81,076 00	15,891 45
Fish	147,565 00	28,052 62
Free Goods.....	674,888 00	.....
Glassware	18,918 00	11,180 72
Glass, Window and Plate.....	241,298 00	76,854 85
Hops	195,897 00	82,412 28
Jewelry and Precious Stones	124,884 00	14,706 31
Manufactures, Cork.....	182,898 00	45,081 87
" Cotton.....	718,469 00	404,184 55
" Flax.....	248,476 00	109,755 48
" Leather.....	90,598 00	39,228 98
" Metal.....	189,849 00	52,861 69
" Paper	61,287 00	17,886 42
" Silk.....	175,892 00	101,891 81
" Wood.....	22,194 00	7,870 80
" Wool	47,516 00	40,529 89
Marble and Stone	14,657 00	7,818 50
Miscellaneous	836,811 00	150,478 48
Oil Cloths	65,898 00	37,592 87
Paints and Colors	18,988 00	8,741 20
Rice, Granulated.....	8,284 00	600 78
Spirituuous Liquors.....	56,856 00	60,894 62
Straw Matting.....	128,989 00	58,780 28
Tobacco and Olgars	97,590 00	148,511 45
Toys.....	15,247 00	5,886 86
Wines, Sparkling	58,546 00	30,940 67
Wines, Still.....	71,518 00	30,244 01
Wire	255,852 00	106,671 72
Collections from all other sources.....	.....	52,659 97
Total, 1905.....	\$5,148,208 00	\$2,009,805 25
Total, 1904	5,881,726 00	2,051,592 80

CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1905.—CHAS. F. GALLenkAMP, SURVEYOR.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1904.....	\$288,098 00	\$191,884 28	.....	.....
January, 1905.....	89,955 00	29,292 28	\$ 78,407 00	\$ 44,712 94
February, "	10,647 00	12,495 80	54,878 00	84,766 88
March, "	26,827 00	15,191 08	41,948 00	81,693 91
April, "	10,176 00	11,298 58	18,987 00	18,217 04
May, "	41,606 00	40,682 56	83,159 00	20,917 01
June, "	48,018 00	84,806 79	81,185 00	22,667 26
July, "	21,806 00	14,266 24	88,819 00	26,169 54
August, "	85,929 00	20,891 10	42,476 00	28,780 56
September, "	9,287 00	9,284 76	24,092 00	19,498 24
October, "	20,878 00	16,287 28	84,798 00	26,893 22
November, "	47,651 00	84,852 21	89,759 00	81,645 58
December, "	57,186 00	84,808 89	69,968 00	87,622 62
TOTALS.....	\$656,744 00	\$465,466 20	\$502,921 00	\$340,584 80
In Warehouse Dec. 31, 1905.....	.....	.....	158,828 00	124,981 90

Statement of Commodities, exported in bond from the Port of St. Louis during the year ending December 31, 1905.

CHAS. F. GALLenkAMP,
Surveyor of Customs.

COMMODITIES.	Gallons.	Yards.	Pounds.	Value.
Beer.....	621,182	.....	.....	\$429,702
Burlaps.....	2,896,765	.....	156,607
Dry Plates.....	705,729	98,606
Steel Wire Rope.....	655,487	57,594
Tobacco	99,112	84,599
Ammonia.....	15,676	8,948
Malt	152,134	8,216
Lithographs.....	2,784	1,550
Manganese Dioxide.....	61,948	8,600
Listerine.	88,848	9,098
Saccharine.....	827	479
TOTAL.....	621,182	2,896,765	1,781,940	\$799,089

**STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS
POSTOFFICE DURING 1902, 1903, 1904 AND 1905.**

FRANK WYMAN, Postmaster.

REVENUES.

	Receipts.	Expenitures.
1905	\$3,470,410.83	\$1,973,032.93
1904	3,568,991.93	1,886,932.39
1903	3,111,490.59	1,630,697.06
1902	2,736,763.05	1,880,574.82
Decrease in receipts		\$ 98,581.10
Decrease in net revenue		184,681.64

**DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN
ST. LOUIS.**

		Decrease.
Total pounds handled in 1905	44,728,050	4,202,119
Total pounds handled in 1904	48,930,169	
Total pounds handled in 1903	41,628,843	
Total pounds handled in 1902	34,733,882	
Total number pieces outgoing handled in 1905 ...	330,659,050	34,709,986
Total number pieces outgoing handled in 1904 ..	365,369,036	
Total number pieces outgoing handled in 1903 ...	304,907,161	
Total number pieces outgoing handled in 1902 ...	282,321,446	

RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.

Total pounds, 1905	8,788,585	Total pieces handled, 1905	121,291,773
Total pounds, 1904	9,780,399	Total pieces handled, 1904	126,793,802
Total pounds, 1903	7,883,716	Total pieces handled, 1903	108,807,130
Total pounds, 1902	7,181,521	Total pieces handled, 1902	101,530,509

**MAIL MATTER COLLECTED AND DELIVERED BY CITY
DELIVERY.**

Total pounds, 1905	21,054,099	Total pieces, 1905	441,830,834
Total pounds, 1904	25,691,039	Total pieces, 1904	488,129,741
Total pounds, 1903	24,565,784	Total pieces, 1903	466,749,896
Total pounds, 1902	23,816,178	Total pieces, 1902	452,507,287

LOCAL DROP MAIL.

	1905. Pounds.	1905. Pieces.	1904. Pounds.	1904. Pieces.	1903. Pounds.	1903. Pieces.
Letters	768,224	30,728,960	944,497	37,779,880	969,158	58,149,480
Cards	22,619	2,782,135	40,665	6,209,725	39,270	6,872,250
Circulars	217,800	8,712,000	158,745	6,349,800	178,297	7,181,880
Second Class	223,814	2,461,954	248,161	2,729,771	278,900	3,067,900
Third Class	680,337	13,606,740	414,432	8,288,640	848,905	6,978,100

RECEIPTS AND DISPATCH OF REGISTERED MAIL.

Total number, 1905	4,596,825
Total number, 1904	4,722,778
Total number, 1903	4,010,669
Total number, 1902	3,520,990

ISSUING AND PAYMENT OF MONEY ORDERS.

	Number.	Amount.
1905	1,628,815	\$12,329,957.82
1904	1,789,586	13,766,048.35
1903	1,406,489	11,073,684.06
1902	1,212,491	9,603,590.21

U. S. INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.
BENJ. WESTHUS, Collector.

	1900.	1901.	1902.	1903.	1904.	1905.
Lists (penalties, etc.).....	\$ 160,739 11	\$ 183,472 82	\$ 144,845 84	\$ 78,181 18	\$ 11,481 07	\$ 18,987 56
Spirits Stamps.....	168,865 18	120,998 89	48,500 21	45,195 81	48,393 51	44,168 74
Tobacco Stamps.....	9,515,395 18	8,885,848 32	6,485,205 24	4,852,525 71	3,080,846 01	4,020,533 60
Cigar and Cigarette Stamps	210,167 14	192,622 07	173,553 87	187,159 93	192,243 98	166,520 63
Snuff Stamps.....	1,788 12	1,574 19	849 35	635 76	630 06	623 28
Beer Stamps.....	4,236,181 76	4,302,891 02	3,422,974 65	2,826,874 72	3,949,951 77	3,042,610 66
Special Tax Stamps.....	177,609 16	135,497 10	167,613 92	169,670 50	172,623 00	175,531 84
Playing Cards.....	4 14	2 48	5 50	2 20	16 34	4 00
Mixed Flour.....	99 00	62 00	75 00	118 01	167 53	201 00
Documentary Stamps	935,898 63	494,911 28	127,703 30	3,999 61	40 00	6 25
Proprietary Stamps	219,801 59	122,706 72	12,435 41	.....	.....	.....
Oleomargarine.....	.....	.....	5,615 10	15,199 80	12,516 84	21,540 13
Renovated Butter.....	.....	.....	.....	.....	.....	553 25
Total.....	\$15,676,548 96	\$14,490,053 84	\$10,538,877 39	\$ 8,174,563 22	\$ 7,463,915 16	\$7,491,230 94

THE CITY OF ST. LOUIS.

FIRE RECORD FOR 1905.

As Reported by Underwriter's Salvage Corps.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses to Companies.	Insurance.	Losses to Companies.
January	\$ 818,670 92	\$ 22,749 83	\$ 817,083 50	\$ 24,523 59
February	848,391 14	87,581 88	414,550 84	71,301 39
March	861,877 51	60,124 48	818,780 74	97,257 63
April	866,885 00	86,367 18	504,908 99	87,794 59
May	475,683 59	22,429 00	195,675 00	21,066 69
June	295,470 88	104,480 49	104,500 00	10,266 78
July	129,627 77	16,004 22	180,887 70	82,117 44
August	439,575 00	11,888 22	170,030 65	82,991 78
September	288,247 70	14,972 10	68,850 00	15,894 25
October	284,609 07	11,511 80	197,916 29	16,998 68
November	161,820 00	87,841 82	211,298 00	62,107 79
December	25,675 00	886 18	49,800 00	2,450 09
Total	\$9,689,722 51	\$488,768 99	\$2,725,780 75	\$448,550 41

FIRES FOR WHICH NO ALARMS WERE GIVEN.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses to Com'ries	Insurance.	Losses to Com'ries
January	\$ 190,812 85	\$ 14,299 80	\$ 65,704 00	\$ 1,000 25
February	99,800 00	2,408 28	50,900 00	1,482 76
March	152,800 00	7,840 75	48,094 85	1,505 00
April	187,525 00	62,748 59	82,625 00	1,271 05
May	168,500 00	287 45	96,588 00	670 90
June	80,200 00	845 70	70,800 00	2,708 19
July	62,200 00	496 20	51,225 00	1,116 25
August	16,950 00	318 10	12,500 00	471 18
September	24,050 00	504 91	10,250 00	828 81
October	145,564 50	1,726 88	215,988 00	446 10
November	45,445 00	785 42	41,740 75	1,812 55
December .....	.....	.....	7,100 00	877 24
Total	\$1,118,867 45	\$ 92,220 57	\$ 698,110 19	\$12,987 04

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS
DURING A NUMBER OF YEARS.

RAILROAD TRANSPORTATION.

By A. F. VERSEN, Secretary St. Louis Traffic Bureau.

The year 1905 has been, commercially speaking, a very prosperous year. Contrary to the dire predictions and the expectations of many, no period of commercial reaction or depression followed the close of the Greatest of Universal Expositions. The effect of the Louisiana Purchase Exposition will be felt for all time to come by the continual growth and development of the commerce of this city.

The decrease in the receipts and shipments of grain was, in a large measure, due to the discriminatory rate adjustment maintained by the railroads during the early part of 1905. The complaints of the grain dealers of this market have been heard by the railroads and it is believed that the contentions made have been recognized as meritorious.

Assurances have been given that the interests of St. Louis grain dealers will be conserved in the future, and that discriminations against this market will be exceptional rather than general.

Nearly all other branches of trade and industry have enjoyed marked increases over the year 1904, and everything indicates an era of even greater prosperity during the year 1906.

The city of St. Louis is being recognized as the commercial center of the greatest magnitude, and many enterprises are being attracted to its confines by the splendid opportunities afforded its merchants to share in the growing trade and commerce of the West, South and Southwest. The great Southwest, which is rapidly developing, is naturally tributary to St. Louis and there is no reason why this city should not be the principal distributing center to that and other sections, North, East, South and West of St. Louis, to and from which the freight rates are fair and equitable.

The Southeast, too, is worthy of serious consideration. While the dealers in the products of the soil have been successful in disposing of their wares in that section, the merchants handling the higher classed freight, have been less fortunate, by reason of an unfair and inequitable rate adjustment in favor of the Atlantic Seaboard.

In May, the rates for the first six Classes from St. Louis to points in the Southeastern and Carolina Territories, were reduced as follows:

1	2	3	4	5	6 Classes.
5	4	3	2	2	2 Cents.

Corresponding reductions were made in the Commodity rates.

Many changes in rates and classification were secured during the year of 1905, which were beneficial to the commerce of this market.

RAILROAD CONSTRUCTION.

During the year 1905 there were constructed about 4980 miles of railroad as compared with 4252 miles during the preceding year, or an increase of about 11.6 per cent.

The construction of mileage in the State of Missouri is but 82.74 miles as against 364.21 miles during 1904.

During the year 1905, there were 492.14 miles of track laid in the States of Missouri, Illinois, Kansas and Arkansas, or nearly 10 per cent of the total.

There were constructed 991.23 miles of track in the States of Texas, Indian and Oklahoma Territories, Louisiana and Mississippi, or a total of 1483.37 miles in the nine aforementioned States and Territories. This is nearly 30 per cent of the total number of miles of track laid in the 45 States and Territories during the year 1905.

Over 2907 miles of track were laid in the States and Territories West of the Mississippi River which is more than 58 per cent of the total.

The White River Branch of the Missouri Pacific Ry. Co., has been completed and will be opened for business about February 1st. This branch traverses a region abounding with undeveloped agricultural and mineral resources.

The opening of the Chicago & Eastern Illinois R. R. for freight service to and from St. Louis, has been of vast importance to this city. It affords the St. Louis merchants additional service between St. Louis and Chicago and points intermediate therewith; also between St. Louis and points North and East of Chicago.

The acquirement and operation of the Tennessee Central R. R., from Hopkinsville, Ky., to Nashville, Tenn., by the Illinois Central R. R., has opened another avenue for the movement of traffic from St. Louis to Nashville, Tenn., and the Southeast.

BRIDGE ARBITRARY.

As a result of many conferences of the Municipal Bridge Commission St. Louis, with the Traffic Officials of Eastern Lines, effective January 1906, through rates were published to points in the Central Freight Association and Trunk Line Territories.

Through rates from St. Louis to points in the territories named were made by adding the following differentials to the rates applying from East St. Louis:

Classes	1	2	3	4	5	6	Special Commodities rates
							Fifth Class or lower.
Cents	2	2	1	1	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$

GOVERNED BY THE OFFICIAL CLASSIFICATION.

The rates, westbound, from points in the territories named to St. Louis will become effective about February 1st, and will be the aforementioned differentials higher than the rates to East St. Louis.

The differentials which are to obtain on traffic moving between St. Louis and points in Illinois are:

Classes	1	2	3	4	5	6	7	8	9	10
Cents	2	2	2	1	1	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$

Governed by the Classification of the Illinois Railroad and Warehouse Commission.

While it is the intention to apply the foregoing differentials only on traffic originating at or destined to points outside of a hundred mile radius, it is believed that all points will eventually be included.

Tariffs are being compiled but the date on which through rates between St. Louis and points in Illinois will become effective has not yet been announced.

CAR SHORTAGE.

The shortage of freight cars to which our merchants have been subjected is not confined to St. Louis, but is a general condition with all of the railroads throughout the United States, especially in the West.

Our fast increasing crops require so much railroad equipment that the car shops are taxed to their utmost to meet the demand which even the construction of 163,000 freight cars during the year of 1905 did not meet.

ABSORPTION OF SWITCHING CHARGES.

The absorption of the switching charges on carload shipments originating at or destined to nearly all points East of the Illinois-Indiana State Line and North of the Ohio River and to a large number of stations in Illinois, has removed a very heavy tax from the commerce of this market and has resulted in an annual saving to our merchants of approximately \$750,000.00.

EXTENSION OF WABASH TERMINALS.

The extension of the terminals in St. Louis of the Wabash Railroad Co., is a step in the right direction and other Railroads should be encouraged to enlarge their terminals and increase the facilities for the expeditious handling of the traffic of this metropolis.

The New Fourth Street Freight Station of the Wabash R. R. will be opened about February 1st, for the receipt and delivery of merchandise shipments to and from all points, both East and West. The inbound freight house is 845 feet long and 42 feet wide. The outbound freight house is 848 feet long and 26 feet wide. Both of these houses have well paved approaches on Broadway level.

BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1905,

AND COMPARISON WITH PREVIOUS YEARS.

AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1905,
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.

BY	CARS.		TOTAL TONS.
The Eads Bridge.....	119,111	1,	3,418,142
" By Wagon (estimated).....)	
The Merchants' Bridge.....	70,962		1,806,884
The Wiggins Ferry.....	58,816	1,	1,776,026
" By Wagon.....)	
The Ivory Ferry.....	24,017		578,468
The Interstate Car Transfer.....	16,611		862,258
The Madison County Ferry.....			65,000
The Waterloo & Carondelet Turnpike & Ferry Co.....			6,188
Total tons West to East during 1905.....			6,508,894
" " " " 1904.....			5,526,745
" " " " 1903.....			5,868,463
" " " " 1902.....			5,680,756
" " " " 1901.....			5,677,308
" " " " 1900.....			5,425,044
" " " " 1899.....			4,814,186
" " " " 1898.....			4,169,809
" " " " 1897.....			3,642,167
" " " " 1896.....			3,894,450
" " " " 1895.....			2,825,077

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	156,618	8,506,126	4,806,126
" By Wagon (estimated).....		600,000	
The Merchants' Bridge.....	67,400		1,446,725
The Wiggins Ferry.....	61,071	1,866,269	2,616,808
" By Wagon.....		600,864	
The Ivory Ferry.....	38,845		967,020
The Interstate Car Transfer.....	5,979		202,416
The Madison County Ferry.....			67,604
The St. Clair Ferry Co.....			20,000
The Waterloo & Carondelet Turnpike & Ferry Co.....			12,498
Total Tons East to West during 1905.....			9,658,892
" " " " 1904.....			9,541,764
" " " " 1903.....			9,588,026
" " " " 1902.....			8,943,189
" " " " 1901.....			7,963,680
" " " " 1900.....			6,415,026
" " " " 1899.....			6,658,621
" " " " 1898.....			5,984,688
" " " " 1897.....			5,446,074
" " " " 1896.....			5,096,966
" " " " 1895.....			5,627,882
Total both Ways 1905.....			16,162,776
" " " " 1904.....			15,068,509
" " " " 1903.....			14,906,558
" " " " 1902.....			14,578,924
" " " " 1901.....			13,810,768
" " " " 1900.....			11,840,140
" " " " 1899.....			11,478,757
" " " " 1898.....			10,144,849
" " " " 1897.....			9,089,261
" " " " 1896.....			8,081,416
" " " " 1895.....			8,452,959

LOCAL AND THROUGH TONNAGE.

	1904.		1905.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local	16,176,998	68.51	16,574,015	68.47
Total tons freight received, through	7,488,248	31.49	7,681,525	31.53
Tons freight received by rail, local.....	15,881,628	68.10	16,284,165	68.09
Tons freight received by rail, through	7,488,248	31.90	7,681,525	31.91
Tons freight, excluding coal, received by rail, local.....	9,468,320	57.68	9,868,211	58.00
Tons freight, excluding coal, received by rail, through.....	6,958,919	42.87	7,145,284	42.00

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1905. Tons.	1904. Tons.	1903. Tons.	1902. Tons.
Baltimore & Ohio S. W. R. R.....	606,641	615,516	679,411	682,275
Chicago, Alton & St. L. " .....	.....	1,732	47,938	28,542
C. O. C. & St. Louis "	166,165	187,240	216,930	160,638
Vandalia "	655,154	626,151	530,085	509,619
Illinois Central "	881,874	982,959	985,811	1,061,585
Wabash "	821,227	184,800	188,078	188,198
Louisville & Nashville. "	495,952	670,538	798,107	594,745
Southern "	789,994	1,114,243	822,284	646,996
Mobile & Ohio "	140,606	178,205	209,840	335,884
Toledo, St. L. & Western "	59,942	57,941	50,974	49,014
Chicago, Peoria & St. L. " .....	.....	898,875	889,893	412,218
St. Louis & O'Fallon "	541,591	871,852	240,980	68,264
St. L., I. M. & So. " (Ill. Div.)	209,195	40,768	6,217	3,480
St. L., Belleville & So. "	88,641	37,008	27,117	39,787
St. L., Troy & Eastern "	922,204	1,076,848	1,010,094	755,340
St. L. & Bellev. Electric "	370,006	859,586	274,446	169,209
Chicago & Eastern Ills. "	122,657	.....	.....	.....
Litchfield & Madison "	460,126	.....	.....	.....
East St. L. & Suburban "	120,220	.....	.....	.....
From Ohio River	125,755	101,200	107,680	58,500
Total Tons.....	7,027,950	6,998,982	6,584,785	5,706,794

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1891.....	139,050 tons.	1896.....	218,955 tons.	1901.....	200,797 tons.
1892.....	187,827 "	1897.....	172,938 "	1902.....	60,944 "
1893.....	178,653 "	1898.....	225,606 "	1903.....	165,920 "
1894.....	186,494 "	1899.....	292,118 "	1904.....	153,097 "
1895.....	207,784 "	1900.....	180,550 "	1905.....	158,843 "

Receipts of Anthracite Coal in 1899: 261,471 tons local; 80,647 tons through.

"	"	"	1900:	159,208	"	"	21,842	"	"
"	"	"	1901:	198,678	"	"	7,124	"	"
"	"	"	1902:	58,849	"	"	2,595	"	"
"	"	"	1903:	152,765	"	"	18,155	"	"
"	"	"	1904:	148,085	"	"	7,002	"	"
"	"	"	1905:	154,442	"	"	4,401	"	"

Receipts of Coke, 1900, 158,858 tons.

"	"	1901,	212,608	"
"	"	1902,	163,600	"

Receipts of Coke, 1903, 205,465 tons.

"	"	1904,	171,162	"
"	"	1905,	222,305	"

STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH
RAILROAD AND RIVER, FOR THREE YEARS.

ROUTE.	1905.	1904.	1903.
Chicago & Alton R. R. (Mo Div.).....	256,594	267,902	252,491
Missouri Pacific R. R.....	1,848,458	1,822,470	1,833,429
St. Louis & San Francisco R. R.	1,177,744	803,868	648,785
Wabash Railway (West).....	583,095	767,585	717,956
Chicago, Rock Island & Pacific R. R.....	289,791	249,689	215,913
Missouri, Kansas & Texas R. R.....	484,581	420,133	395,910
St. Louis-Southwestern Ry.....	543,842	220,178	126,471
St. Louis, Iron Mountain & Southern R. R.....	2,681,083	2,341,864	2,307,965
Illinois Central R. R.....	1,818,084	1,867,812	1,895,888
Louisville & Nashville R. R.....	1,000,051	1,394,573	1,252,772
Mobile & Ohio R. R.....	2,219,629	1,796,127	1,581,489
Southern R. R.....	1,154,760	2,136,648	1,292,944
Baltimore & Ohio Southwestern R. R.....	1,068,998	1,022,474	1,185,325
Chicago, Alton & St. Louis R. R. (Main Line).....	411,402	499,890	589,116
Cleveland, Cincinnati, Chicago & St. Louis R. R.	622,718	608,617	676,182
Vandalia R. R.....	1,106,702	1,049,298	939,402
Wabash Railroad (East).....	1,055,722	968,028	992,019
Toledo, St. Louis & Western R. R.	661,855	482,745	479,956
Chicago, Peoria & St. Louis R. R.....	534,359	1,026,408	1,111,653
Chicago, Burlington & Quincy R. R. (East).....	538,056	451,131	392,313
Chicago, Burlington & Quincy R. R. (West).....	1,195,155	1,261,452	1,186,972
Chicago & Eastern Illinois R. R.....	226,811	33,500	.....
St. Louis, Troy & Eastern R. R.....	985,872	1,085,068	1,013,514
Litchfield & Madison R. R.....	510,425	.....	.....
Belleville & Southern R. R.....	88,641	37,003	27,117
St. Louis & Belleville Electric Ry.....	370,096	359,596	274,446
St. Louis & O'Fallon Ry.....	541,591	371,332	240,930
East St. Louis & Suburban Ry. Co.	120,220	.....	.....
Upper Mississippi River.....	81,190	25,405	32,705
Lower Mississippi River.....	107,520	182,565	160,085
Illinois River.....	8,725	9,430	12,095
Missouri River.....	8,580	2,685	1,415
Ohio River.....	125,755	102,400	111,435
Cumberland and Tennessee Rivers.....	11,870	18,920	18,085
Upper Mississippi River by Rafts.....	1,210	3,945	4,700
Total in Tons	24,205,540	23,615,241	21,920,813
Total by Rail.....	23,915,690	23,319,871	21,530,403
Total by River.....	289,850	295,370	390,410

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR THREE YEARS.

ROUTE.	1905.	1904.	1903.
Chicago & Alton R. R. (Mo. Div.).....	208,168	285,858	286,622
Missouri Pacific R. R.....	1,859,096	1,845,172	1,174,858
St. Louis & San Francisco R. R.....	1,800,619	1,829,301	1,825,518
Wabash Railway (West)	291,136	274,411	477,252
Chicago, Rock Island & Pacific R. R.....	300,151	149,480	122,681
Missouri, Kansas & Texas R. R.....	830,050	264,289	802,972
St. Louis Southwestern Ry.....	151,115	104,047	72,120
St. Louis, Iron Mountain & Southern R. R.....	2,160,988	1,587,992	1,808,448
Illinois Central R. R.....	1,080,580	841,863	876,000
Louisville & Nashville R. R.....	480,074	736,964	528,860
Mobile & Ohio R. R.....	1,728,563	1,154,988	998,850
Southern R. R.....	957,987	1,182,288	628,080
Baltimore & Ohio Southwestern R. R.....	816,081	290,088	275,168
Chicago, Alton & St. Louis R. R. (Main Line).....	461,626	402,602	396,426
Cleveland, Cincinnati, Chicago & St. Louis R. R.....	454,429	375,808	321,044
Vandalia R. R.....	567,464	498,145	484,978
Wabash Railway (East).....	1,050,407	878,270	792,584
Toledo, St. Louis & Western R. R.....	571,967	558,699	589,162
Chicago, Peoria & St. Louis R. R.....	466,807	478,146	492,754
Chicago, Burlington & Quincy R. R. (East).....	458,083	410,859	496,765
Chicago, Burlington & Quincy R. R. (West)	751,471	662,902	827,595
Chicago & Eastern Illinois R. R.....	126,417	80,727	.....
Litchfield & Madison R. R.....	64,651	.....	.....
Upper Mississippi River.....	25,730	21,775	44,855
Lower Mississippi River.....	85,295	46,320	146,498
Illinois River.....	6,225	5,605	8,825
Missouri River.....	4,705	2,620	2,845
Ohio, Cumberland and Tennessee Rivers.....	8,620	6,245	9,684
Total in Tons.....	15,806,548	13,818,759	13,183,883
Total by Rail.....	15,225,978	13,731,194	12,971,176
Total by River.....	580,570	88,565	212,707

COAL.

By JAMES S. KUHN, Secretary Devoy & Feuerborn Coal and Coke Co.

The United States Census reports show a gratifying and heavy increase in manufacturing industries in St. Louis during the past decade. The number of manufacturing plants in operation has materially grown and the value of their output indicates rapid, but steady progression.

These encouraging local conditions are attributable to several causes, but one contributing factor, which has not been sufficiently exploited, and to which its due measure of credit should be given, is low priced bituminous coal. Data recently collected by one of the commercial organizations of this city showed that the St. Louis manufacturer buys his coal at a much lower price per ton than his competitors in other large cities. The low prices prevailing in St. Louis on bituminous coal are due to the close proximity of the mines and the vast extent of the coal deposits of Illinois.

Nine miles east of St. Louis, coal of good quality is found and large mines are in operation. From this point, in directions North, East and South, along lines of fourteen railroad companies are located over one hundred mines, with St. Louis as the natural and closest large market. The mines are located at distances varying from nine to one hundred miles from St. Louis, over 75 per cent of the shafts lying within fifty (50) miles of the city. During 1904 these mines shipped to East St. Louis over 5,800,000 net tons, the greater part of which was consumed in St. Louis. The tonnage for 1905 will be heavier.

The prices paid by large consumers for Standard coal, in carload lots, F. O. B. their plants, St. Louis, Mo., during 1905 have approximately averaged as follows:

Clean Shaker Screened Lump.....	\$1 65	per ton.
Steam Lump.....	1 60	"
Mine Run.....	1 47½	"
Nut Coal.....	1 20	"
Nut, Pea and Slack (mixed).....	1 00	"

Bituminous coal, delivered to the householder, is also cheap. The prices during 1905 ranging as follows: Standard Lump coal from \$2.25 to \$2.75 per ton; High Grade Lump, \$2.62½ to \$3.75 per ton.

The close proximity of the bituminous coal mines and the regular daily train service maintained by the railroad companies, is of material advantage to the St. Louis manufacturer, relieving him of the necessity (elsewhere existing) of providing coal bins of large storage capacity and carrying a large stock of coal constantly on hand to provide against various contingencies; at once an expensive and troublesome encumbrance.

The supply of oven coke (both the low grade and the higher grades produced in Pennsylvania and West Virginia) has been ample; at prices comparing favorably with those prevailing in other cities. The Laclede Gas Light Co., has a large annual output of gas coke of excellent quality, insuring to consumers of this grade of fuel a certainty of regular supply at prices that have heretofore been equitable and fair.

PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST
ST. LOUIS TO NEW YORK DURING 1905.

DATE.	Meats, Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to January 31st.....	85	28	46	30
February 1st to December 31st....	58	20½	41	30

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 8 cents lower than New York.
Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 8 cents lower than New York rates.
Meats to Boston 8 cents higher, to Philadelphia 2 cents and Baltimore 8 cents lower than New York.

CLASS RATES.

	1	2	3	4	5	6
To New York.....	87	75½	58	40½	35	29
To Boston.....	94	81½	68	44½	38	31
To Philadelphia.....	85	73½	56	38½	33	27
To Baltimore.....	84	72½	55	37½	33	26

EFFECTIVE JANUARY 1st, 1906.
FROM ST. LOUIS TO NEW YORK.

Meats, per 100 lbs.	Grain and Grain Products.	Flour, per bbl.	Compressed Cotton.
85½	21	42	30½

CLASS RATES.

	1	2	3	4	5	6
To New York.....	89	77½	59	41½	35½	29½
To Boston.....	96	83½	64	45½	38½	31½
To Philadelphia.....	87	75½	57	39½	33½	27½
To Baltimore.....	86	74½	56	38½	32½	26½

ALL RAIL RATES OF FREIGHT, IN CENTS, FROM ST. LOUIS
TO SOUTHERN CITIES DURING 1905.

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel, C. L.....	22	34	34
Grain per 100 lbs., any quantity.....	19	20	20
Meat packed, per 100 lbs., C. L.....	18	30	30
Meat loose, per 100 lbs., C. L.....	18	30	30
Hay per 100 lbs., C. L.....	12	20	20

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN
FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs.		Per 100 lbs.
1905.....	20.71 cts.	1895.....	23.57 cts.
1904.....	21.57 "	1894.....	24.78 "
1903.....	21.25 "	1893.....	28.50 "
1902.....	20.66 "	1892 On Grain.....	26.62 "
1901.....	19.83 "	1891 On Wheat.....	29 "
1900.....	19.88 "	1891 On Corn.....	28½ "
1899 On Grain (except Corn).....	21.95 "	1890 On Wheat.....	27½ "
1899 On Corn.....	20 7-10 "	1890 On Corn.....	28½ "
1898 On Corn.....	20½ "	1890 Except Corn.....	28½ "
1897 On Corn for Export.....	17½ "	1889 On Corn.....	26 "
1897 On Grain.....	23-26 "	1888.....	29½ "
1896.....	23 "	1887.....	32 2-15 "

THE RIVERS.

The river traffic of 1905 approximates the record of the previous year as shown by the following table:

	1903	1904	1905
Tons received by steamboats and barges ..	335,710	291,425	288,640
Tons received by rafts.....	4,700	3,945	1,210
Tons shipped by steamboats and barges.....	212,207	82,565	80,575
Total.....	552,617	377,935	370,425

There was a good stage of water in the upper and lower river during the year. The traffic above St. Louis closed on November 11th. The traffic on the lower river opened March 3rd and closed December 26th. During the winter of 1904-5 the lower river was closed by ice from December 16th to March 3rd. During 1905-6 the river was free of ice, although the traffic was suspended on December 26th.

Mr. Isaac P. Lusk, General Freight and Passenger Agent of the Diamond Jo Line, made the following report of the upper river traffic:

"The passenger and freight business of the Diamond Jo Line steamers for 1905 was fairly satisfactory. The passenger traffic was somewhat above the average and this part of the traffic is increasing every year.

"There was a uniform good stage of water through the entire season, and the packets were enabled to make schedule time.

"All the local packets on the Upper Mississippi enjoyed a good passenger and freight business.

"The lumber and rafting business was very good, although not up to the volume of previous years.

"The traffic of the Upper Mississippi River largely depends upon the stage of the water. When there is a good stage of water the traffic is good, and when the river gets low the steamers are unable to handle much freight, and while the steamers are usually able to run through to St. Paul at all stages of the river and to take care of the passenger business, they frequently are unable to carry any freight of any consequence, in order to keep as light a draft as possible.

"With a properly improved river, by which a fair stage of water can be assured, the Upper Mississippi River can be counted on as furnishing its quota of prosperity to St. Louis in a constantly increasing interchange of traffic."

Capt. D. M. Connors, Superintendent and General Agent of the Lee Line steamers running to Memphis, reports as follows under date of December 23rd:

"Our river business out of St. Louis has closed for the year and I will say that our freight business has been very satisfactory. Our pas-

senger business was less than last year on account of the yellow fever in the South, but take it all round the business seems to be on an increase."

Mr. John E. Massengale, Traffic Manager of the Tennessee River Packet Co., gives the following statement of the operation of that line:

"Referring to the river business of the St. Louis and Tennessee River Packet Company, beg to advise that we now own and are operating nine steamers, three of our largest being 1,000 tons each, come through to and serve St. Louis. Our freight business for the year 1905 has increased fully 10 per cent over last year; we have handled more peanuts and cotton from the Tennessee River to St. Louis this year than for several years past. Our lumber shipments have not been quite so large; general merchandise and grain from St. Louis to Tennessee River points as far as Florence, Ala., the Southeastern terminus of our line, has been much larger this year than last; our passenger business, particularly our excursion business in the summer, has been very satisfactory, and but for the yellow fever scare in Louisiana and Mississippi districts, would have been a record breaker. Taking it as a whole, both in freight and passengers, the year to us has been very satisfactory and an increase in the river interests."

In the short trades below St. Louis a number of steamers were employed and did a profitable business. In both the Illinois and Missouri Rivers the volume of business materially increased over the previous year.

STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1905.

"DIAMOND JO" LINE.

Steamer Sidney,	Upper Mississippi River.
" St. Paul,	" " "
" Dubuque,	" " "
" Quincy,	" " "

EAGLE PACKET COMPANY.

Steamer Spread Eagle,	Upper Mississippi River.
" Bald Eagle,	Illinois River.
" Grey Eagle,	Lower Mississippi River.
" Cape Girardeau,	" " "
" Eagle,	" " "
Tug Echo,	St. Louis Harbor.

LEE LINE.

Steamer Stacker Lee,	Lower Mississippi River.
" Peters Lee,	" " "
" Ferd Herold,	" " "

ST. LOUIS & TENNESSEE RIVER PACKET COMPANY.

Steamer City of Savannah,	Tennessee River.
" City of Memphis,	" "
" City of Saltillo,	" "

ST. LOUIS & CHESTER LINE

Steamer Chester,	Lower Mississippi River.
------------------	--------------------------

RYMAN LINE.

Steamer J. B. Richardson,	Upper Mississippi River.
" L. W. Buttorff,	" " "

ST. LOUIS & CALHOUN PACKET COMPANY.

Steamer Belle of Calhoun,	Upper Mississippi River.
" India Givens,	" " "

ST. LOUIS & MISSOURI RIVER PACKET COMPANY.

Steamer Lora and barge,	Missouri River.
-------------------------	-----------------

MONONGAHELA RIVER CONSOLIDATED COAL & COKE COMPANY.

Towboat S. H. H. Clark,	Ohio River.
" " H. M. Hoxie,	" "
" " Fred Hartweg,	" "
" " Wash Hanshall,	" "
" " Ranger,	" "

CITY BOATS.

Steamer Mark Twain,	St. Louis Harbor,
" Geo. Gardner,	Chesly Island.

MADISON COUNTY FERRY COMPANY.

Ferryboat Madison,	North Market Street.
" C. S. Greely,	" " "

WIGGINS FERRY COMPANY.

Transferboat Geo. H. Madill,	St. Louis Harbor.
" Henry Sackman,	" "
Barge Louise Helen,	" "
Ferryboat Samuel B. Wiggins,	" "
" Henry S. Clark,	" "
" Alonzo C. Church,	" "
" Andrew Christy,	" "

INTERSTATE CAR TRANSFER COMPANY.

Transferboat Wm. McClelland,	St. Louis Harbor.
Transfer barge Holbrook,	" "
" Edna Lee,	" "

ST. CLAIR FERRY & TRANSFER COMPANY.

Ferryboat Florence, Sidney Street.

WATERLOO-CARONDELET FERRY COMPANY.

Ferryboat Dr. Frederick Hill, Davis Street.

IVORY STATION & MISSOURI PACIFIC R. R. FERRY.

Transferboat James Y. Lockwood, Ivory Street.

Barge E. S. Jewett " "

TUGS PLYING IN ST. LOUIS HARBOR.

Colorado,	Colorado Land and Gravel Co.
Lucius, Jr.,	" " "
Reliance,	Consolidated Coal Co.
Susie Hazard,	Illinois Central R. R. Co.
R. E. Carr,	Union Sand Co.
Ida Patton,	Patton Tow Co.

INDEPENDENT PACKETS AND TOWBOATS.

Steamer Conquest,	Lower Mississippi River.
" Margaret,	Upper " "
" Dolphin, 3,	Lower " "
" Blanch,	Upper " "
" Columbia,	Lower " "
" New Haven,	" " "
" Nick Sauer,	" " "
" Kennedy,	Missouri River.
" Birmingham,	Lower Mississippi River.
" City of Peoria,	" " "
" Susan,	" " "
" Berksville,	" " "
" Russell Lord,	" " "
" Beaver,	" " "
" Mary Hill,	" " "
" Catherine,	" " "
" Harvester,	Ohio River.
" Remora,	Upper Mississippi River.
" Virginia,	Lower " "

PLEASURE BOATS.

Steamer City of Providence,	Steamer Corwin H. Spencer,
" Sun Flower,	" Dauntless,
" Annie Russell,	" Saturn,
" J. S.	" Uncle Sam,
" Thoehte,	" Louisiana,
" Mary C. Lucas,	" Mary Stewart,
" Sig,	" Scimeter,

Steamer Antonette,

" Chaperon,
 " P. Scheckel,
 " White Sox,
 " Pinta,
 " Nora Mobile,
 " Bachelor,
 " Honey Boy,
 " Nora,
 " Bur-Oak,
 " Esther,
 " LaBelle,
 " Mamie,
 " Crescent,
 " Loraine,
 " Alice,

Steamer Chancy Lamb,

" Unique,
 " Virginia,
 " Giesha,
 " North Star,
 " Frances Lewis,
 " Anita,
 " Lidia,
 " Kid,
 " Winfield, Jr.,
 " Louise Rumsey,
 " Iloida,
 " D'Artagnan,
 " Mary B. Franklin,
 " Alice Wedney,
 " Phoebe Alice,

UNITED STATES BOATS.**Steamer H. G. Wright,**

" Mississippi,
 " William R. King,

Steamer Lily,

" Colonel Mackenzie,
 " Illinois,

DEPTH OF CHANNEL SOUTHWARD IN 1905.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Mississippi and Ohio Pilot Society was as follows:

ST. LOUIS TO CAIRO.

Navigation closed during January and February 1904, up to March 3rd, 1905, when first boat left port.

March 3 to 15.....	10½ ft.
March 15 to 30.....	9½ "
April 1 to 15.....	12 "
April 15 to 30.....	9½ "
May 1 to 15.....	7½ "
May 15 to 30.....	10½ "
June 1 to August 15 no report account high water, there being 15 feet and over.	

August 15 to 30.....	18½ ft.
September 1 to 15.....	8½ "
September 15 to 30.....	10½ "
October 1 to 15.....	10½ "
October 15 to 31.....	12 "
November 1 to 15.....	12 "
November 15 to 30.....	9 "
December 1 to 25.....	7 "
Navigation closed on 26th; the last boat out "Grey Eagle". Exceptionally good water this year.	

CAIRO TO NEW ORLEANS.

From opening of navigation to August 1st, there was good water, there being 15 feet and over. No report of the channel during this time on account of this high water.

During August.....	15 ft.
During September.....	11 "
During October.....	11 "
During November.....	10½ "
During December.....	10½ "

The city directrix is 33.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1826, and is 412.731 feet above mean tide water of the Gulf of Mexico at Biloxi.

For the past forty-one seasons navigation southward has been suspended by ice as follows:

Winter 1865-66, from December 15th to January 12th.....	27 days.
" 1866-67, " December 26th to February 3d.....	38 "
" 1867-68, " January 8th to February 18th.....	40 "
" 1868-69, open all winter.	
" 1869-70, from December 21st to December 28th.....	7 "
" 1870-71, " December 21st to January 23d.....	32 "
" 1871-72, " December 1st to 18th, and from January 30th to Feb. 24th.....	42 "
" 1872-73, from November 29th to January 20th.....	51 "
" 1873-74, open all winter.	
" 1874-75, from December 30th to February 27th.....	58 "
" 1875-76, open all winter.	
" 1876-77, from December 8th to February 5th.....	58 "
" 1877-78, open all winter.	
" 1878-79, from December 16th to January 29th and February 14th to 17th.....	46 "
" 1879-80, from December 17th to December 31st, inclusive.....	15 "
" 1880-81, from November 18th to December 5th, and from December 7th to 14th, and from December 24th to February 18th.....	78 "
" 1881-82, open all winter.	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	59 "
" 1883-84, from Dec. 18 to Feb. 5.....	48 "
" 1884-85, from Dec. 19th to 30th, and 35 days in January and Feb.....	47 "
" 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7 to Feb. 16.....	55 "
" 1886-87, from Dec. 1 to Dec. 14 and from Dec. 24 to Jan. 27.....	49 "
" 1887-88, from Dec. 19 to an. 31.....	43 "
" 1888-89, open all winter.	
" 1889-90, open all winter.	
" 1890-91, open all winter.	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 20th to Feb. 15th.....	57 "
" 1893-94, open all winter.	
" 1894-95, from January 1st to March 1st.....	59 "
" 1895-96, open all winter.	
" 1896-97, open all winter.	
" 1897-98, open all winter, but some ice running.	
" 1898-99, from Dec. 7 to 22., Jan 1 to 10, Jan 30 to March 1.....	54 "
" 1899-1900, from Dec. 30th to Jan 13th and 24 days between January 28th and March 4th.....	37 "
" 1900-1901, during February.....	28 "
" 1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to Feb. 28th.....	55 "
" 1902-1903, from Dec. 27th to Jan. 1st, and from Feb. 16th to 23rd.....	13 "
" 1903-1904, from December 8th to February 24th.....	77 "
" 1904-1905, from December 16th to March 3rd.....	76 "
" 1905-1906, open all winter.	

STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1905:

CLASS OF VESSEL.	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Enrolled Wood Steamers.....	65	17,505	16,457
" " Barges (wood).....	6	518	518
" " Iron and Steel Steamers...	8	2,814	2,140
" " Barges (steel)	1	1,162	1,162
Licensed (under 20 tons) Steamers (wood).....	16	200	158
" " " Barges (wood).....	2	28	28
" " " Steamers (iron & steel)	2	56	29
Permanent Enrolled Steam Yachts (wood)	4	870	272
" " " Sail Yachts (iron and steel)	1	62	62
" " " Steam Yachts (iron and steel)	2	177	128
Licensed (under 20 tons) Sail Yachts (wood).....	1	9	8
" " " Steam Yachts (wood)...	9	121	98
Total.....	117	28,022	21,065

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1879..	July 8.....	21 ft.- 2 in.	1879..	December 26	8 ft.- 6 in.
1880..	July 10, 11 and 12.....	25 ft.- 5 in.	1880..	November 29.....	2 ft.-10 in.
1881..	May 5.....	83 ft.- 7 in.	1881..	February 4, 5 and 6	7 ft.- 7 in.
1882..	July 5.....	82 ft.- 4 in.	1882..	December 18	3 ft.-10 in.
1883..	June 25	34 ft.- 8 in.	1883..	January 12	4 ft.- 5 in.
1884..	April 9.....	28 ft.- 2 in.	1884..	January 4	8 ft.- 4 in.
1885..	June 17	27 feet.	1885..	December 16 and 17....	2 ft.- 1 in.
1886..	May 13	27 feet.	1886..	December 4 and 5.....	0 ft.- 0 in.
1887..	April 3	20.5 feet.	1887..	December 26 and 27....	0.8 feet.
1888..	June 8 and 4.....	29.3 feet.	1888..	January 1	2.5 feet.
1889..	June 1	24.4 feet.	1889..	February 27	2.7 feet.
1890..	June 30.....	20.7 feet.	1890..	December 29 and 31....	2.8 feet.
1891..	July 4	23.7 feet.	1891..	December 6	2.8 feet.
1892..	May 19	26.0 feet.	1892..	December 27	0.2 feet.
1893..	May 3.....	31.5 feet.	1893..	December 9.....	0.0 feet.
1894..	May 12	23.3 feet.	1894..	February 3.....	0.2 feet.
1895..	December 22.....	28.8 feet.	1895..	January 2.....	-0.5 feet.
1896..	May 26.....	27.7 feet.	1896..	December 11.....	8.8 feet.
1897..	May 2.....	31.0 feet.	1897..	December 24.....	0.4 feet.
1898..	May 28.....	27.2 feet.	1898..	December 11.....	0.8 feet.
1899..	April 27.....	25.6 feet.	1899..	February 1.....	0.7 feet.
1900..	March 16	28.4 feet.	1900..	January 2.....	-2.6 feet.
1901..	April 18 and 19.....	22.4 feet.	1901..	December 19.....	-1.3 feet.
1902..	July 26	26.9 feet.	1902..	January 30	-1.2 feet.
1903..	June 10.....	28.0 feet.	1903..	December 18.....	0.6 feet.
1904..	April 30.....	33.6 feet.	1904..	December 31.....	-0.0 feet.†
1905..	September 21.....	30.2 feet.	1905..	January 1.....	-0.8 feet.

(-) Indicates below zero of gauge. † At 6 P. M.

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1905.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1905, as determined from the records of the United States Weather Bureau.

MONTH.	Highest.	Date.	Lowest.	Date.
	<i>ft. tenths.</i>		<i>ft. tenths.</i>	
January	9 6	24	- 0 8	1
February	16 8	28	Frozen.	.....
March	19 4	5	12 4	21
April.....	18 9	2	13 4	22 and 23
May.....	20 7	20	10 9	10
June.....	22 2	30	17 6	11
July.....	25 8	15	17 6	30
August.....	21 8	4	12 5	18 and 19
September.....	30 2	21	10 1	6
October.....	19 0	19	8 5	16
November.....	14 8	7	9 1	27 and 28
December	10 8	2	5 4	18, 27 and 28

Highest stage during the year..... 30.2 feet, on September 21st.
Lowest stage during the year..... -0.8 " on January 1st.
Absolute range..... 30.5 "
Greatest monthly range..... 20.1 " in September.
Least monthly range..... 4.2 " in June.
*Mean range..... 8.6 "
* For 11 months.

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1905.

FROM U. S. WEATHER BUREAU RECORDS.

1904.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	0.8	Frozen	18.5	17.9	17.6	18.6	22.8	20.1	12.0	15.0	12.9	10.6
2.....	0.0	"	18.1	18.9	16.8	18.8	22.8	20.8	11.7	14.8	12.6	10.8
3.....	1.0	"	18.1	18.7	16.0	18.4	22.8	21.2	11.8	13.7	12.8	10.5
4.....	2.4	"	17.8	18.5	15.1	18.7	22.6	21.8	11.0	14.1	12.9	10.8
5.....	2.1	"	19.4	18.8	14.5	19.6	23.7	20.5	10.7	12.8	13.0	9.7
6.....	2.2	"	18.9	17.7	13.7	20.1	24.4	19.6	10.1	12.4	13.5	9.3
7.....	2.4	"	18.0	17.0	12.6	19.8	24.9	18.7	10.4	11.8	14.2	8.6
8.....	2.0	"	17.6	16.2	11.7	19.2	24.8	17.9	10.4	11.1	14.2	7.9
9.....	2.2	"	17.1	15.6	11.2	18.5	24.8	17.1	10.4	10.7	13.8	7.2
10.....	2.4	"	16.7	15.2	11.0	18.0	24.0	16.6	10.2	10.4	13.6	6.5
11.....	1.8	"	16.6	14.8	11.0	17.7	23.9	16.8	10.2	10.2	13.5	5.7
12.....	1.5	"	16.7	14.5	11.7	17.8	24.1	15.6	11.1	9.8	13.5	5.6
13.....	1.8	"	16.4	14.8	11.6	18.8	24.7	14.9	12.7	9.4	13.8	5.4
14.....	0.7	"	15.5	14.8	12.4	19.6	25.4	14.4	12.1	9.0	13.5	5.6
15.....	0.1	"	14.8	14.1	13.9	20.3	25.8	14.0	11.8	8.9	12.8	5.7
16.....	0.2	"	13.6	14.8	16.1	20.5	25.4	13.2	11.1	8.6	12.1	5.7
17.....	2.0	"	13.2	14.4	13.2	20.4	24.4	12.7	12.9	8.8	11.4	5.7
18.....	4.6	"	13.0	14.4	19.1	19.9	22.8	12.5	23.2	10.8	10.8	5.7
19.....	7.8	"	12.8	14.1	19.4	19.4	21.4	12.5	27.1	13.1	10.4	5.9
20.....	7.7	"	12.6	13.8	20.4	19.9	20.4	13.8	29.8	17.6	10.6	5.9
21.....	8.1	"	12.4	13.6	20.4	20.2	19.7	13.7	30.3	15.5	10.6	6.3
22.....	8.5	"	12.7	13.4	19.6	20.1	19.1	13.9	30.1	15.5	10.4	6.2
23.....	9.0	"	13.7	13.4	18.8	19.8	18.6	15.2	29.2	15.2	9.8	6.2
24.....	9.5	"	14.7	13.9	18.5	19.8	18.5	17.6	27.1	14.7	9.5	6.1
25.....	Frozen	"	15.2	14.8	18.1	20.4	19.0	13.3	24.7	14.5	9.5	5.9
26.....	"	"	15.6	14.7	17.7	21.0	19.9	17.9	22.5	14.7	9.4	5.7
27.....	"	10.9	15.8	15.4	17.6	21.1	19.8	17.5	20.9	16.8	9.2	5.4
28.....	"	16.8	16.8	15.8	17.9	21.2	18.6	17.0	18.9	15.1	9.1	5.4
29.....	"	.....	17.0	16.0	18.1	21.4	18.0	15.7	17.1	14.8	9.4	6.3
30.....	"	.....	17.4	17.1	18.9	21.9	17.6	14.2	15.9	13.9	10.1	6.4
31.....	"	.....	17.8	.....	19.1	.....	19.1	12.9	.....	13.5	.....	6.8
Sums	78.8	27.2	438.0	464.6	493.7	500.4	631.8	507.1	505.8	398.7	352.6	214.7
Means	3.8	13.6	15.9	15.5	16.1	19.7	23.0	16.4	16.9	12.9	11.8	6.9

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1905.

ARRIVALS.

1905.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Ohio.	Oamb & Tenn.	Total Steam	Barg's & B's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Miss'p.
January.....										
February.....										
March.....	17	26	6		2	5	55	11	14,760	
April.....	26	50	16	6		9	112	57	81,780	890
May.....	59	52	9	5		9	126	67	45,416	540
June.....	65	52	8	5	9	6	180	109	65,805	
July.....	78	50	10	6	1	9	149	74	58,226	
August.....	78	48	12	4		7	189	14	19,475	
September.....	64	35	10	4		5	118	7	16,965	280
October.....	60	22	9	5	1	9	111	14	15,090	
November.....	43	33	16	4		5		9	12,958	
December.....	9	19	8			2	37	8	5,770	
Total.....	491	392	97	80	7	58	1,074	395	298,640	1,210

DEPARTURES.

1905.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Tenn.	Ohio	White, Red & O'ch's.	Total Dep't's	Tons Ship'd
January.....									
February.....									
March.....	22	24	6	1	6			59	4
April.....	40	46	12	4	5			107	6
May.....	61	42	9	5	7			124	6
June.....	55	54	9	6	5			129	7
July.....	78	48	11	4	8			141	6
August.....	72	41	11	6	7			137	11
September.....	66	34	9	4	4			117	9
October.....	54	36	9	4	4			109	11
November.....	40	38	11	2	7			98	6
December.....	4	25			3			37	4
Total.....	499	366	96	36	61			1,067	80,575

ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumber & Logs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1905.....	1074	385	298,640	1,210	1905.....	1057	80,575
1904.....	1222	412	291,425	8,945	1904.....	1182	62,566
1903.....	1271	519	335,710	4,700	1903.....	1205	212,207
1902.....	1465	451	296,045	80,875	1902.....	1448	224,229
1901.....	1541	599	419,325	60,550	1901.....	1519	209,271
1900.....	1622	595	439,670	79,840	1900.....	1605	245,580
1899.....	1570	680	394,650	71,960	1899.....	1552	208,208
1898.....	1590	792	449,525	87,060	1898.....	1514	206,568
1897.....	1689	927	507,105	69,685	1897.....	1576	469,666
1896.....	2095	1425	667,755	84,610	1896.....	1945	573,416
1895.....	2007	1194	410,145	89,685	1895.....	1904	303,456
1894.....	2051	1245	455,175	139,855	1894.....	1928	262,099
1893.....	2067	1008	472,896	126,510	1893.....	2009	426,900
1892.....	2053	1036	556,880	120,230	1892.....	2018	309,215
1891.....	1961	1019	450,050	149,090	1891.....	1945	512,989
1890.....	1927	1274	530,790	122,940	1890.....	1916	617,699
1889.....	2126	1474	545,990	127,695	1889.....	2211	712,705
1888.....	2079	1244	597,255	130,355	1888.....	2076	610,115
1887.....	2281	1273	652,690	212,165	1887.....	2023	627,699
1886.....	2067	1269	570,205	200,785	1886.....	2109	581,905

SHIPMENTS BY RIVER DURING 1905.

ARTICLES.	By Illinois River Boats.	By Missouri River Boats.	By Mem- phis and Way Point Boats.	By Tenn- essee River Boats.	By Upper Miss. River Boats.
Apples, Bbls.....	65	15	3,400	227	5,825
Ale and Beer, Pkgs.....	2,135	190	33,945	1,930	8,021
Bagging, Pieces.....	210	.....	4,040	3,670	1,684
Barbed Wire, Lbs.....	34,600	89,500	329,800	30,300	180,100
Butter, Lbs.....	500	.....	8,590	410	24,160
Bran, Sacks.....	145	10	620½	530	550
Cattle, Head.....	153	62	973	20	1,073
Corn, Sacks.....	.....	.....	3,500	310	217
Corn Meal, Bbls.....	70	.....	2,840	2,659	70
Cotton, Bales.....	35	.....	23	1	90
Eggs, Pkgs.....	.....	.....	370	.....	210
Flour, Bbls.....	150	150	8,715	8,069	1,170
Hay, Tons.....	.....	33	367	111	9
Horses and Mules, Head.....	194	70	1,776	217	643
Hogs, Head.....	100	.....	65	.....	4,184
Hominy and Grits, Bbls.....	.....	77	230	15	210
Pork, Bbls.....	.....	5	6	12	3
Hams, Lbs.....	.....	3,500	388,700	11,657	45,090
Meats, Lbs.....	15,100	14,000	908,300	193,025	233,910
Lard, Lbs.....	3,000	22,200	491,900	76,700	50,700
Malt, Sacks.....	.....	.....	2,730	.....	50
Oats, Sacks.....	300	80	11,550	1,390	445
Oats in Bulk, Bu.....	.....	.....	620	.....	.....
Onions, Pkgs.....	20	265	1,990	225	1,115
Potatoes, Pkgs.....	780	645	6,060	615	2,354
Rye, Sacks.....	.....	.....	80	328	.....
Sheep, Head.....	.....	.....	200	.....	224
Tallow, Lbs.....	.....	.....	.....	.....	300
Tobacco, Hhds.....	.....	.....	18	.....	.....
Tobacco, Manfd., Lbs.....	1,000	11,100	54,260	11,080	57,100
Wheat, Sacks.....	.....	200	1,280	.....	824
Whiskey, Bbls.....	145	95	1,839	44	789
White Lead, Lbs.....	312,200	29,800	285,800	38,500	1,077,300
Mdse. and Sundries, Pkgs....	53,010	36,720	562,866	94,016	241,529
Total Tons.....	7,125	4,705	35,080	8,685	24,980

RIVER ACCIDENTS DURING 1905.

JANUARY 4TH: The tow boat "Defender's" boiler blew up and many were killed on the Ohio River.

FEBRUARY 16TH: The tug boat "William K. Kavanaugh," while trying to open a channel through the ice below Carondelet, broke some timbers in its hull and sank in 20 feet of water in the St. Louis Harbor.

FEBRUARY 16TH: The yacht "D'Artagnan" was damaged by fire to the extent of \$200 in St. Louis Harbor.

FEBRUARY 25TH: The tow boat "Conveyor," valued at \$4,000, was struck by ice and sank in seven feet of water on the Ohio River.

FEBRUARY 27TH: When the break of ice came the transfer barge "Louise Helen," rock barge "Josie" and a city dump boat sank in St. Louis Harbor.

MARCH 3RD: The steamer "Delta," with a mixed cargo burned to water's edge on the Lower Mississippi River. Loss \$35,000.

MARCH 3RD: The steamer Columbia was practically destroyed by fire on the Lower Mississippi River. The boat carried 1,180 bales of cotton, of which 400 bales were saved. Loss \$25,000.

MARCH 17TH: The ferry boat "Ella May" struck a pier of the Wabash Railroad bridge on the Upper Mississippi River and was badly damaged.

MARCH 17TH: The tow boat "W. W. O'Neil" struck the pier of the railroad bridge at Henderson, Ky., on the Ohio River and lost six loaded coal barges. Loss \$40,000.

MARCH 29TH: The steamer "City of Caruthersville," which plied between Dyersburg, Tenn., and Caruthersville, Mo., sank on the Lower Mississippi River.

MAY 11TH: The "Belle of Calhoun," while coming down the river struck a hidden obstruction and sank in three feet of water on the Upper Mississippi River.

JUNE 2ND: The steamer "H. M. Carter" hit bridge pier of the Louisiana Railway Co., and sank at the mouth of the Red River. Twenty-two persons were drowned.

AUGUST 10TH: The tow boat "Joe B. Williams" struck a log, putting hole in her hull, and sank on the Ohio River. Loss to boat \$10,000.

OCTOBER 12TH: The tow boat "Wm. McClelland" was destroyed by fire in St. Louis Harbor. Loss \$35,000.

OCTOBER 12TH: The excursion steamer "Corwin H. Spencer" burned to the water line in St. Louis Harbor. Loss \$120,000.

OCTOBER 13TH: The steamer "Elk" sank on Lower Mississippi; total loss. Insurance of \$4,000 paid.

DECEMBER 9TH: The tow boats "Harry Brown" and "Raymond Horner," with 34 coal barges in tow, were caught in a strong wind and wrecked. The coal was valued at \$120,000 and the barges at \$64,000.

DECEMBER 14TH: The steamer "Rose Hite" collided with the tow boat "John F. Klein" on the Monongahela River and sank in 14 feet of water. Four persons were drowned.

DECEMBER 31ST: The steamer "Roberta," of the New Orleans and Red River Line, struck the pier of the bridge at Grand Ecore and sank on the Red River; driftwood had become entangled in the rudder. The boat was heavily laden with a miscellaneous cargo, which was a total loss.

**FREIGHT RATES TO NEW ORLEANS BY BARGES DURING
1899, 1900, 1901, 1902, 1903 AND 1904.**

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15
1902.....	20	10	10	15
1903.....	20	10	10	15
1904.....	..	..	..	..

**MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES
FROM ST. LOUIS TO NEW ORLEANS FOR SIX YEARS.
WHEAT AND CORN, PER BUSHEL.**

MONTH.	Ota.	Ota.	Ota.	Ota.	Ota.	Ota.
January.....	4	4	4	4	8	5½
February.....	4	4	4	4	8	5½
March.....	4	4	4	4	8½	5½
April.....	4	4	4	4	8½	5½
May.....	4	4	4	4	8½	5
June.....	4	4	4	4	8½	5
July.....	4	4	4	4	8½	4
August.....	4	4	4	4	4	4½
September.....	4	4	4	4	4½	5
October.....	4	4	4	4	5	5
November.....	4	4	4	4	5	5
December.....	4	4½	4	4	5½	5 2-8

Wheat, ¼ to ½ cent per bushel more than Corn.

F. O. B. New Orleans.

**AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM
ST. LOUIS TO NEW ORLEANS.**

YEAR.	In Sacks by Steamboat.	Wheat in Bulk by Barges.
	Cents per 100 lbs.	Cents per bushel.
1904.....	.....	.....
1903.....	10	5 F.O.B., N. O.
1902.....	10	4.20
1901.....	10	4.25
1900.....	10	4.25
1899.....	10	4.50
1898.....	10	4.50
1897.....	15	4.90
1896.....	14.55	5
1895.....	12.50	5.95

RATES ON FREIGHT TO MEMPHIS AND VICKSBURG DURING 1903.

	Meat, per 100 lbs.		Grain, per 100 lbs.		Flour, per bbl.		Meal, in Sacks, per 100 lbs.		Hay, per 100 lbs.	
	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.
To Memphis....	15	10	10	8	20	15	10	9	17.2	10
To Vicksburg...	20	17.2	15	15	30	20	17.2	15	22.2	20

RATES OF FREIGHT TO MEMPHIS BY RIVER DURING 1904.

Flour and Meal to Memphis, 20c per bbl. | Grain to Memphis ... 10c per 100 lbs.
 Flour and Meal to way points, 40c per bbl. | Hay to Memphis..... 20c per 100 lbs.

RATES OF FREIGHT BY RIVER TO SOUTHERN POINTS DURING 1903.

	Memphis, Tenn.			Helena, Ark. Greenville, Miss. Vicksburg, Miss.	
	Per Bbl.	L.C.L.	C.L.	L.C.L.	C.L.
Flour, in Barrels.....	.....	20	15	20	20
Flour and Meal, in Sacks.....	100	12.2	10	20	15
Bacon.....	100	12.2	10	20	17.2
Grain.....	100	10	10	20	17.2
Hay, Pressed in Bales.....	100	17.2	10	22.2	20

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1905 AND PREVIOUS YEARS.

YEARS.	White Pine Feet.	Shingles. No.	Laths. No.	Pickets. No.	Logs Sup. Feet.	Yell'w Pine. Feet.	Poplar. Feet.	Cotton-wood. Feet.	Cedar. Feet.	Chest- nut. Feet.
Total, 1905	.....	.....	84,350	.....	7,176,700	.....	980,500	4,791,300	528,700	69,500
" 1904	.....	656,000	.....	.....	3,747,360	560,000	1,204,200	7,404,000	96,000	58,000
" 1903	2,000,000	3,271,400	428,900	.....	4,428,000	1,255,000	4,135,500	7,169,000	256,600	47,000
" 1902	11,550,000	6,455,000	7,037,000	.....	5,206,100	41,000	8,556,400	18,520,800	111,500	13,000
" 1901	22,451,546	11,198,250	12,885,550	216,000	8,110,600	.....	6,206,400	16,179,000	809,240	79,000
" 1900	33,702,761	17,109,250	18,503,950	147,980	4,411,198	.....	6,355,700	24,287,100	851,100	82,000
" 1899	42,292,900	21,068,200	11,862,150	145,000	1,928,500	.....	3,073,500	14,560,500	129,500	24,000
" 1898	39,392,100	15,006,700	9,547,350	265,000	750,400	.....	2,566,000	1,997,500	.....	1,000
" 1897	46,297,800	16,584,000	19,667,850	30,000	2,763,457	.....	3,120,200	14,040,000	191,000	.....
" 1896	64,586,400	16,415,200	13,416,900	888,400	9,252,500	.....	4,636,700	19,408,800	410,100	4,000
" 1895	74,161,899	24,766,987	38,063,670	1,712,400	18,678,861	12,000	4,200,711	2,991,020	86,801	.....
" 1894	57,538,623	35,778,000	21,304,350	1,508,584	10,411,106	6,666	5,704,514	6,119,785	.....	.....
" 1893	82,353,776	37,065,900	27,631,750	703,500	6,973,100	.....	5,472,573	17,729,000	.....	.....
" 1892	89,405,053	38,946,500	32,205,390	661,640	7,852,880	.....	5,809,337	19,833,924	.....	.....
" 1891	80,941,799	41,037,750	10,251,050	1,190,000	15,207,190	101,500	7,764,368	11,109,655	.....	.....

YEARS.	Cypress Feet.	Sycamore Feet.	Ash. Feet.	Oak. Feet.	Walnut, Feet.	Gum. Feet.	Maple. Feet.	Hick-ory Feet.	Cherry. Feet.	Elm. Feet.	Birch. Feet.	Hawg- any. Feet.	Pecan. Feet.
Total, 1905	1,388,000	.....	317,500	2,021,500	29,400	691,500	.....	210,400	.....	.....	.....	.....	.....
" 1904	7,488,000	40,000	608,000	2,588,000	16,000	1,524,000	.....	85,000	10,600	47,000	.....	.....	.....
" 1903	10,551,000	52,000	844,000	2,785,500	14,500	3,781,000	29,000	26,000	.....	48,000	.....	.....	.....
" 1902	10,813,000	6,000	1,172,800	3,515,500	32,960	2,830,000	20,850	8,000	6,500	226,000	.....	.....	.....
" 1901	7,051,800	128,000	768,500	4,301,800	32,200	4,572,000	60,180	2,900	161,200	280,200	.....	198,000	16,000
" 1900	8,029,700	189,000	1,951,370	9,667,100	65,880	6,976,000	1,000	43,500	100	38,700	.....	.....	.....
" 1899	5,496,500	249,900	1,424,800	4,244,500	22,400	885,800	29,800	6,200	1,700	84,000	.....	.....	.....
" 1898	1,836,000	9,000	27,000	302,500	.....	1,000	.....	.....	.....	.....	.....	580	.....
" 1897	2,107,700	20,800	159,000	1,870,800	10,900	.....	.....	14,800	.....	.....	.....	1,000	.....
" 1896	3,235,000	23,000	465,400	3,231,700	29,200	2,400	.....	58,700	900	49,000	4,000	.....	.....
" 1895	2,497,854	110,000	1,313,608	2,073,274	58,600	218,500	.....	56,800	.....	41,250	.....	.....	.....
" 1894	844,837	90,141	1,332,991	3,202,190	176,430	250,490	7,000	41,329	8,400	.....	.....	.....	.....
" 1893	964,351	199,000	1,403,340	1,926,305	237,670	198,800	16,600	75,000	49,500	10,000	.....	.....	.....
" 1892	935,746	1,515,766	2,109,733	4,405,984	610,493	411,700	99,500	67,860	11,000	235,700	.....	.....	.....
" 1891	3,036,219	1,437,476	1,537,516	3,934,130	505,168	501,700	18,500	97,500	7,000	43,500	.....	.....	.....

FOREIGN COMMERCE OF THE UNITED STATES.

From the Annual Review of Foreign Commerce of the Chief of the Bureau of Statistics, Department of Commerce and Labor, Washington, D. C.

The foreign commerce of the United States in the year ending June 30, 1905, exceeded both in imports and exports that of any earlier year. The imports were valued at \$1,117,513,071, which exceeded by \$91,793,834 the total for 1903, the only earlier year in which they had passed the billion dollar line. The exports amounted to \$1,518,561,666, which exceeded by \$57,734,395 the total for 1904, which was up to that time the highest record of exports. The aggregate of imports and exports for the year was \$2,636,074,737, which exceeded by \$184,160,095 the total for 1904, which was up to that time the highest record of total foreign commerce.

Comparing the figures of 1904 with those of decennial periods in the earlier history of our commerce, it may be stated that imports and exports have, in each case, practically doubled since 1885, while since 1895 imports have increased about 50 per cent and exports have increased about 90 per cent.

INCREASING IMPORTATIONS OF MANUFACTURERS' MATERIALS.

The growth in imports occurs chiefly in manufacturers' materials and the growth in exports occurs chiefly in manufactures. Manufacturers' materials formed in 1885 but 33.14 per cent of the total imports for consumption; in 1895, 37.10 per cent; and in 1905, 46.83 per cent of the imports for consumption, or nearly one-half of the total imports of the year. Manufactures formed, in 1885, but 20.25 per cent of the total domestic exports; in 1895, 23.14 per cent; in 1905, 36.44 per cent, or over one-third of the total exports of domestic merchandise from the United States. The total value of manufacturers' materials imported in 1885 was \$192,066,294; in 1895, \$271,251,221, and in 1905, \$509,158,246. The total value of manufactures exported was, in 1885, \$147,187,527; in 1895, \$183,595,743, and in 1905, \$543,607,975. The increase in imports for consumption of manufacturers' materials from 1885 to 1905 was \$317,091,952, and the increase in imports for consumption all other articles was \$190,446,127. The increase in exports of manufactures from 1885 to 1905 was \$396,420,448, and the increase in all other articles exported was \$368,641,247. Thus, manufacturers' materials have shown a greater increase in imports than all other articles combined, and a larger gain in the share which they form of the total imports, while on the export side, manufactures show a greater gain than all other articles combined, and also show a greater gain in the percentage which they form of the total domestic exports.

DECLINE IN EXPORTS OF AGRICULTURAL PRODUCTS.

The falling off in exports of agricultural products, and especially wheat and wheat flour, to which attention was called in 1904, continues to be a marked characteristic of the export trade. Agricultural products formed in 1905 a smaller percentage of the total exports of the United States than in any year since the record of its commerce was established. The percentage of which agricultural products formed of the total domestic exports was, in 1905, but 55.04 per cent, against 69.73 per cent in 1895 72.96 per cent in 1885, and 76.95 per cent in 1875. The actual value of agricultural products exported has not, however, decreased so rapidly as this fall in percentage would suggest. The total value of all agricultural products exported in 1905, being \$820,863,405, against \$853,643,073 in the immediately preceding year, and \$943,811,020 in 1901, the high-record year of agricultural exports. The steady fall in the percentage which agricultural products form of the total exports is due to the increase in the exports of other products, especially manufactures, rather than to any material decrease in the exports of agricultural products as a whole. Comparing 1905 with 1895, the exports of manufactures show an increase of practically 200 per cent, and those of the mines, the forests, and the fisheries, an increase of more than 100 per cent each, while those of agriculture have only increased 50 per cent in the same period.

This check in the growth of agricultural products occurs chiefly in wheat and wheat flour, but is also perceptible in other grains and in provisions. As a result of this general reduction in breadstuffs and provisions, the fall in agricultural exports would have been much greater but for a marked increase in the value of raw cotton exported during the period in question. The principal articles or groups of articles of agricultural production exported are, stating them in the order of their magnitude, cotton, provisions, breadstuffs, live animals, tobacco, vegetable oils and oil cake, fruits and nuts, and miscellaneous articles. Cotton exports in 1905 were \$379,965,014 in value, against \$313,673,443 in 1901, the year of the highest record of agricultural exports; provisions, \$169,998,873 in 1905, against \$196,959,637 in 1901; breadstuffs, in 1905, \$107,732,910, against \$275,594,618 in 1901; live animals, in 1905, \$46,728,281, against \$52,058,876 in 1901; tobacco, in 1905, \$29,800,816, against \$27,656,475 in 1901; vegetable oils and oil cake, in 1905, \$38,130,317, against \$37,627,584 in 1901; and fruits and nuts, in 1905, \$15,606,586, against \$10,826,651 in 1901. Thus nearly all important articles of agricultural production, except cotton, show a decline in exports during 1905 as compared with 1901. On the other hand, however, exports of cotton show an increase of \$66,291,571 over those of 1905, while manufactures show an increase of \$132,675,451, as compared with 1901, and, as already indicated, other groups, such as products of the mines, products of the forest, and products of the fisheries, also show in each case an increase in the exports of 1905 as compared with those of 1901.

DECREASED DOMESTIC EXPORTS OF WHEAT AND FLOUR.

The most strongly marked reduction in the exports of the year occurs in the single item of wheat, including wheat flour. The value of wheat and wheat flour exported during the fiscal year 1905 was but \$44,081,715. In 1904 the value of wheat and wheat flour exported was \$104,745,154; in 1903, \$161,551,508; in 1902, \$178,537,196; while in 1898 the combined value of wheat and wheat flour exported was \$214,948,377. The total quantity of wheat exported (including flour in the terms of wheat) was, in 1905, but 44,112,910 bushels, against 120,727,613 in 1904, 202,905,598 in 1903, and 234,772,515 bushels in 1902, our highest export record of wheat and flour stated in terms of wheat. This small exportation of wheat in 1905 may be considered as chiefly due to crop shortage, since the Department of Agriculture estimates the production of wheat in the United States in 1904 at 552 million bushels, as against 638 millions in 1903 and 670 millions in 1902.

This reduction in exports of wheat and flour cannot be charged to low prices, since the average price per bushel of wheat exported in 1905 was higher than in any year since 1898, and the average price per barrel of flour exported was higher than in any year since 1892. Another cause, however, of the small exportation of wheat in 1905 is the fact that the other principal wheat producing and exporting countries of the world had unusually large crops in 1904. Russia's crop in that year was 707 million bushels, against 665 millions in 1903 and 463 millions in 1901; that of Argentine 120 millions in 1904, against 100 millions in 1903 and 56 millions in 1902; while the total world's crop for 1904 was, despite the shortage in the United States, the largest on record except that of a single year, 1903, which exceeded 1904 by about 78 million bushels. Prior to the year 1901 the estimates of the world's crop never reached as much as 3 billion bushels for a single year, ranging from 2,500 millions to 2,950 millions, but in 1902 the total is estimated at 3,148 millions; in 1903, 3,230 millions; in 1904, 3,162 millions, and for 1905 the estimates of the Hungarian minister of agriculture is 3,189 millions, and of Beer-bohm's Trade List, 3,223 millions, or a larger total than in any year except 1903, when the total production was placed at 3,230 millions. Thus it seems scarcely probable that wheat is likely to be restored to its former rank among the great articles of exportation from the United States, unless through some exceptional conditions, such as large home production simultaneous with small crops abroad.

FLOUR SUPERSEDING WHEAT AS AN ARTICLE OF EXPORT.

A marked characteristic of the wheat exportation of recent years is the largely increased percentage of wheat which is now turned into flour before leaving the country. No less than 90 per cent of the wheat exported in the fiscal year 1905 went in the form of flour, while in 1904, 63 per cent of the wheat exported was sent in the form of flour, and in 1903, 43 per cent was so sent. While there has been observable a growing tendency in the last quarter of a century to turn the wheat into flour before

•

its exportation, this has been most strongly marked in the years in which the wheat exports were light. Only 16 per cent of the wheat exported in 1880 was sent in the form of flour; by 1885, 36 per cent went in the form of flour; in 1896, 47 per cent; in 1900, 45 per cent; in 1904, as already indicated, 63 per cent; and in 1905, 90 per cent. In years of large exportations of wheat the share which went in the form of flour was smaller than in years of light exportations. In the year 1896, for example, when the total wheat exports (whether as wheat or flour), amounted to but 126 million bushels, no less than 52 per cent was sent in the form of flour, the largest percentage which flour had ever formed of the wheat exports up to that time. Two years later, however, in 1898, when the total exportation of wheat advanced to 217 million bushels, the share sent in the form of flour was but 32 per cent. In 1900, when the total exportation of wheat in all forms dropped to 186 million bushels, the share sent in the form of flour was 45 per cent; and when the quantity of wheat exported again advanced in 1901 and 1902, the proportion sent in the form of flour again fell, being in 1902 but 34 per cent, against 45 percent in 1900 and 52 per cent in 1896. With the fall in exports of wheat from 236 million bushels in 1902 to 121 millions in 1904, the share sent in the form of flour increased to 63 per cent, and with the fall to 44 million bushels in 1905 the share sent in the form of flour reached 90 per cent.

The tables which follow show the wheat crops of the principal wheat-producing countries of the world, and of the whole world so far as available, in each year from 1891 to 1905; also the relative exports of wheat and flour from the United States in each year from 1880 to 1905:

WHEAT PRODUCTION OF PRINCIPAL WHEAT-EXPORTING COUNTRIES OF THE WORLD.

Year.	United States.	Russia.	France.	Argentina.	Austria-Hungary.	Total, including countries not specified.
	B	Bushels.	Bushels.	Millions.	Millions.	Bushels.
1891	611	318,323,000	219,251,000	32,000,000	180,368,000	3,432,322,000
1892	515	409,570,000	210,836,000	36,000,000	192,782,000	2,481,805,000
1893	398	538,018,000	277,509,000	57,000,000	212,808,000	3,562,913,000
1894	460	506,662,000	347,531,000	80,000,000	200,821,000	2,560,367,000
1895	467	462,247,000	340,422,000	60,000,000	210,440,000	2,562,518,000
1896	427	454,135,000	339,723,000	41,000,000	205,609,000	2,506,210,000
1897	520	380,260,000	346,596,000	31,500,000	123,196,000	2,236,268,000
1898	675	499,389,000	363,498,000	52,389,000	168,822,000	2,949,246,000
1899	547	487,234,000	364,414,000	104,977,000	202,508,000	2,782,885,000
1900	522	458,084,000	326,083,000	101,655,000	194,916,000	2,640,751,000
1901	746	462,671,000	310,938,000	74,753,000	180,656,000	2,945,275,000
1902	670	542,519,000	327,841,000	56,880,000	224,111,000	3,148,517,000
1903	627	664,668,000	364,320,000	100,636,000	222,742,000	3,230,580,000
1904	552	706,706,000	296,606,000	120,598,000	203,998,000	3,162,240,000
1905	648	622,880,000	*213,000,000	122,650,000	*210,000,000	†3,189,000,000
						*3,222,600,000

*Beerbohm's Ev. Corn Trade List.

†Estimate of Hungarian ministry of agriculture.

Other classes of breadstuffs show a considerable increase in exports over last year, the total value of corn and corn meal exported being \$48,560,216, and of oats and oatmeal \$3,509,734, against \$31,763,003 for corn and corn meal in 1904 and less than \$1,000,000 (\$938,424) for oats and oatmeal in that year. The total number of bushels of corn and corn meal exported (including meal in terms of corn) in 1905 was 90,293,-

483, against 58,222,061 in the preceding year. This is the largest exportation of corn since the great reduction which came with the short crop of 1902, when the exports of corn amounted to but 28,028,688 bushels, against 181,405,473 bushels in 1901 and 213,123,412 bushels in 1900, which year showed the largest record in the exportation of corn. This falling off in corn exportation in recent years seems also due to large home demands, since the corn crops of 1902, 1903, and 1904 averaged more than that of any corresponding number of consecutive years in the earlier history of corn production and exportation.

Provisions, another important class in the list of agricultural exports, also show a reduction as compared with 1904, 1903, or 1902, the total for 1905 being \$169,998,873, against \$176,027,586 in 1904, \$179,839,714 in 1903, and \$199,861,378 in 1902, the year of the highest record of exports of provisions.

These reductions in the exports of the various classes of agricultural production brought the total agricultural exports to \$820,863,405, the smallest figure since 1900, the total being \$122,947,615 below those of the year 1901, when agricultural exports made their highest record, \$943,811,020.

RAPID GROWTH IN EXPORTS OF MANUFACTURES.

The falling off in agricultural exports is, however, more than offset by the increase in exports of manufactures, which amounted in the fiscal year to \$543,607,975, against \$452,415,921 in 1904 and \$410,932,524 in 1901, the year of the highest record of agricultural exports. The increase in exports of manufactures occurred chiefly in copper, cotton cloths, manufactures of iron and steel, and manufactures of leather, though numerous other articles or classes of articles showed smaller advances over the figures of last year and of earlier years.

Manufactures of iron and steel also show a material gain over preceding years and present the highest record ever made in the export trade in that class of articles, the total for 1905 being \$134,728,363, against \$111,948,586 in 1904, \$96,642,467 in 1903, and \$121,913,548 in 1900, the year of the highest export record prior to 1905. This increase occurs in a large number of articles and classes of articles grouped under the head of iron and steel, but is especially marked in machinery, steel rails, wire, and billets, ingots and blooms.

QUANTITY OF WHEAT, WHEAT FLOUR, CORN, OATS AND COTTON EXPORTED, FISCAL YEARS 1880 TO 1905.

	Bushels.	Barrels.	Bushels.	Bushels.	Pounds.
1880	159,252,793	6,011,419	98,169,877	768,868	1,822,061,114
1890	64,887,767	12,231,711	101,978,717	12,692,776	2,471,799,858
1900	101,950,389	18,699,194	209,848,284	41,869,415	8,100,583,138
1901	182,060,667	18,660,979	177,817,965	37,146,812	8,320,890,448
1902	154,856,102	17,759,208	26,636,552	9,971,139	8,509,778,763
1903	114,181,420	19,716,484	74,828,227	4,613,809	8,542,048,022
1904	44,220,169	16,999,482	55,858,965	1,152,714	2,063,192,760
1905	4,894,402	8,926,835	88,807,229	5,479,308	4,304,848,908

[NOTE.—Wheat flour is reduced to wheat at the rate of $4\frac{1}{2}$ bushels to the barrel.]

**QUANTITIES OF WHEAT PRODUCED AND OF WHEAT AND WHEAT FLOUR IMPORTED,
EXPORTED AND RETAINED FOR CONSUMPTION, FISCAL YEARS 1880 TO 1905.**

[Note—Wheat Flour is reduced to Wheat at the rate of 4½ bushels to the barrel.]

†The production is of the calendar year preceding the fiscal year.

*Does not include net data with respect to insular territories from 1901 to date.

**QUANTITIES OF CORN PRODUCED AND OF CORN AND CORNMEAL IMPORTED, EX-
PORTED AND RETAINED FOR CONSUMPTION, FISCAL YEARS 1880 TO 1905.**

[Note.—Cornmeal is reduced to corn at the rate of 4 bushels to the barrel.]

Years.	Production.†	Exports of domestic.	Domestic retained for consumption.	Net im-ports.	Total con-sumption, domestic and foreign.	Domestic product exported.	Con-sumption per capita.
			Bushels.	Bushels.	Bushels.	Per cent.	Bushels.
1880..	1,6		19 1,448,829,461	58,878	1,448,888,337	6.48	28.83
1890..	2,1		19 2,009,473,291	1,628	2,009,474,917	4.85	32.09
1900..	2,0		3 1,865,030,521	2,480	1,865,033,001	10.30	24.44
1901*.	2,1		12 1,923,697,043	5,169	1,923,702,212	8.52	24.77
1902..	1,6		18 1,494,491,203	17,238	1,494,508,441	1.84	18.82
1903..	2,5		11 2,447,009,051	40,919	2,447,049,970	3.04	30.45
1904..	2,2		11 2,185,954,864	11,622	2,185,966,486	2.59	26.74
1905..	2,4		13 2,377,187,451	15,443	2,377,202,894	2.86	28.59

†The production is of the calendar years preceding the fiscal year.

*Does not include net data with respect to insular territories from 1901 to date.

**EXPORTS FROM THE UNITED STATES BY CLASSES DURING
THE CALENDAR YEARS 1902, 1903, 1904 AND 1905.**

As reported by Bureau of Statistics, Washington.

	1902.	1903.	1904.	1905.
Agriculture.....	\$819,862,105	\$918,655,889	\$794,724,741	\$897,650,755
Manufactures.....	410,650,967	421,458,915	502,739,729	571,410,497
Mining.....	88,065,284	44,780,478	48,085,825	50,857,444
Forest.....	52,931,225	64,132,420	66,023,209	64,759,161
Fisheries.....	8,513,399	6,869,001	8,623,251	7,201,834
Miscellaneous.....	5,225,511	6,754,885	5,564,478	7,581,848
Totals¹..	\$1,383,268,491	\$1,457,647,188	\$1,425,711,338	\$1,599,420,589
Foreign.....	27,417,442	27,105,900	25,607,507	27,563,008
Grand totals.	\$1,390,685,933	\$1,484,753,088	\$1,451,318,740	\$1,626,983,540

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows:

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1905.....	20,555,817	110,999,265	28,641,663	11,281,987
1904.....	18,015,894	46,890,627	1,192,888	11,868,508
1903.....	78,145,278	91,254,690	1,461,826	19,274,412
1902.....	128,861,712	18,434,269	5,864,042	17,998,531
1901.....	179,201,418	102,859,089	26,929,048	19,852,880
1900.....	99,079,158	190,896,489	82,160,642	18,682,509
1899.....	109,685,161	206,185,288	41,065,082	18,717,161

Total value of bread stuff exported in 1905, \$146,110,962; in 1904, \$92,311,812.

Shipments from Galveston and New Orleans for the past six years compare as follows:

WHEAT—Bu.			CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1905	549,856	2,747,286	20,408,474	10,260,772
1904	1,891,064	8,582,104	6,248,417	8,488,176
1903	11,989,278	20,089,688	18,882,208	4,274,091
1902	15,668,745	11,081,826	2,454,128	968,205
1901	24,410,979	15,714,465	12,882,189	.....
1900	8,059,677	11,188,056	23,408,458	3,078,525
1899	11,562,812	15,718,400	21,989,586	7,049,697

Value of Exports of Flour and Grain from the United States.

	1905	1904
Flour.....	\$48,694,482	\$49,648,242
Wheat.....	16,907,480	10,819,737
Corn.....	59,946,752	25,179,910
Oats.....	9,915,068	498,980
Rye.....	804,678	59,962
Barley.....	6,707,279	4,458,777

EXPORTS OF WHEAT FROM THE UNITED STATES.

As reported by the Bureau of Statistics, Washington.

EXPORTS OF CORN FROM THE UNITED STATES.

New York.....		38	
New Orleans.....		17	
Baltimore.....		37	
Boston and Charlestown.....		14	
Philadelphia.....		38	
Newport News.....		14	
Chicago.....		11	
Galveston.....		16	
Norfolk and Portsmouth.....		16	
Mobile.....		12	1,570,290
Portland and Falmouth.....			2,022,000
All other districts.....	1,857,875	2,885,718	7,276,695
Total bushels.....	18,434,269	46,856,290	110,900,265

EXPORTS OF OATS FROM THE UNITED STATES.

New York.....	1,808,662	669,423	269,773	6,489,616
Baltimore.....	137,507	7,905	23,560	5,123,818
Boston and Charlestown.....	284,708	8,851		1,118,295
Newport News.....	232,833			8,923,583
Philadelphia.....	584,865	92	18,760	5,356,809
New Orleans.....	356,268	35,935	61,555	739,025
Mobile.....				420,805
Chicago.....	194,104			2,890,253
San Francisco.....	11,567	8,912	101,051	81,891
Puget Sound.....			591,237	912,223
All other districts.....	2,267,520	731,608	127,408	2,064,680
Total bushels.....	5,864,042	1,461,826	1,192,838	25,641,801

FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS

FOR THE YEAR 1905.

DESTINATION.	Flour, barrels	Wheat, bushels.	Corn, bushels.	Oats, bushels.
To England	100,660	.....	.....	.....
" Germany	25,785	2,668	.....	.....
" Scotland	72,287	.....	.....	.....
" Ireland	6,335	.....	.....	.....
" Denmark	8,092	.....	.....	.....
" Holland	45,009	.....	.....	.....
" Belgium	5,369	.....	.....	.....
" Sweden ..	2,270	.....	.....	.....
" Venezuela	46,099	.....	.....	.....
" Cuba	275,617	695	570,231	258,106
" Porto Rico	87,080	.....	.....	.....
" Central America	14,592	.....	1,073	.....
" South America	893	.....	86,171	.....
" Mexico	13,360	15,015	148,681	.....
" Brazil	925	.....	.....	.....
" Finland ..	17,540	.....	.....	.....
" Canada	1,100	667	.....	.....
" Norway	6,350	.....	.....	.....
" Newfoundland	14,442	.....	.....	.....
" Spain	825	.....	.....	.....
" Seaboard for Export	24,100	43,783	193,209	1,700
Total for Export	718,230	62,826	949,365	259,808

AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1884	14	6 5-8	26	14 7-12	21 1/2
1885	15	6 2-5	22 1-7	15 1-9	20 1/2
1886	16	6 1/2	29	16 1-6	24
1887	18 1/2	6	32 2-15	15	24 1/2
1888	15	6 1/2	29 1/2	15 1-6	22.95
1889	17.98	5.95	28 1/2	17 1-8	24.97
1890	15.66	6.58	27 1/2	14 1-8	21.48
1891	16.28	6.87 1/2	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.78	11.69	18.71
1895	13.00	5.95	23.57	12 1-8	18.33
1896	14.54	5.00	23.00	13.50	19.67 1/2
1897	10.83	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.38	14.64	18.41
1901	10.00	*4.25	19.33	9 48	14.03
1902	10.00	*4.20	20.66	8.53	15.33
1903	10.00	*5	22.25	10.00	16.02
1904	.....	.....	21.51	.....	15.25
1905	.....	.....	20.50	.....	15.60

* F. O. B. New Orleans.

AVERAGE RATE OF FREIGHT ON WHEAT PER BUSHEL BY STEAMER FROM NEW ORLEANS TO LIVERPOOL DURING 1904 AND 1905.

MONTH	Rates in Cents.	Rates in Cents.
	1904	1905
January...	3 1/2	6 1/2 to 7
February	3 1/2 to 4 1/2	7 1/2
March.....	4	8 1/2
April.....	.....	8 1/2
May .....	.....	4
June .....	.....	.....
July .....	.....	.....
August.....	.....	.....
September.....	.....	.....
October.....	.....	6
November...	.....	6 1/2 to 8
December .....	.....	7

AVERAGE RATE OF FREIGHT ON WHEAT PER BUSHEL BY STEAMER FROM NEW YORK TO LIVERPOOL DURING 1904 AND 1905.

MONTH	Rates in Cents.;	Rates in Cents.
	1904	1905
January.....	2 1/2	3 1/2
February.....	2 1/2	2 1/2
March.....	2 1/2	2 1/2
April.....	2	2 1/2
May.....	2	2 1/2
June... ..	2	2
July	2	2 1/2
August	2	2 1/2
September.....	2	3
October.....	2	4 1/2
November.....	2	6 1/2
December	3 7-16	6

COTTON.

The cotton crop of the United States for the year ending August 31, 1905, was 13,565,881 bales, of an average weight of 515.58 pounds, and an average value per bale of \$46.52, and a total value of \$628,195,359.

The yield and the value was the greatest ever realized.

The amount handled locally by St. Louis factors, was 103,543 bales against 56,204 bales the previous year, while the amount shipped direct from the south, through this gateway, was 574,115 bales, as compared with 465,677 bales for the year 1903-04. A portion of the through cotton was for account of St. Louis dealers. The average weight of St. Louis receipts is given at 515 lbs. and the average value per bale \$48.70.

The lowest quotation for middling, was 6½ cents, in January, and the highest, 11½ cents in October and July.

Mr. Henry G. Hester, Secretary New Orleans Cotton Exchange, in his annual report, makes the following statement:

Not only has the crop of 1904-05 been the greatest in number of bales, but it ranks as one of the best in grade and heaviest in weight of bales ever marketed. The average gross weight per bale is 515.58 against 507.69 last year, a gain of 7.89 pounds. The heaviest weight previously recorded in any year since 1879 was 513.96 in 1898-9, the year of the largest previously recorded crop. Up to 1892, in no year did the average gross weight per bale reach 500 pounds. While there are variations in relation to quality in different sections, the average of this crop as a whole may be put at about strict middling, an important consideration to be reckoned with in computing values.

Taking the Cotton Belt as a whole, the highest price for middling was 11 3-16 cents per pound on the first day of September, 1904, and the lowest, 6½ cents, on the 29th day of December, the average price per pound for middling for the year being 8.85c. A fair average price for the year for the United States (in the Cotton Belt) the average grade being as stated, better than middling, is 8 98-100 cents per pound, comparing with an average of 12 15-100 cents last year, 8 82-100 the year before and 8 6-100 in 1901-02. The average commercial value per bale for the crop is \$46.31 against \$61.68 last year, \$44.52 the year before and \$41.01 in 1901-02.

The total value of the crop compared with the previous six years is as follows:

VALUE OF COMMERCIAL CROP.

	Bales.	Value.
1904-05.....	13,565,885	\$628,195,359
1903-04.....	10,011,872	617,501,548
1902-03.....	10,727,559	490,770,292
1901-02.....	10,690,680	488,014,687
1900-01.....	10,888,422	494,567,549
1899-1900.....	9,486,416	388,784,820

These values are based on actual transactions from week to week and from month to month as the crop was marketed, and carefully compared with computations made by the secretaries and superintendents of Exchanges at the leading Southern trade centers.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1904-1905.....	677,658	574,115	103,543
1903-1904.....	521,881	465,677	56,204
1902-1903.....	742,618	679,971	62,647
1901-1902.....	841,258	619,578	221,680
1900-1901.....	978,497	783,869	239,628
1899-1900.....	802,769	648,696	154,074
1898-99.....	989,959	814,830	175,629
1897-98.....	899,229	771,712	127,517
1896-97.....	570,418	455,516	114,897
1895-96.....	565,683	474,796	90,887
1894-95.....	926,285	781,694	144,591
1893-94.....	635,421	462,032	163,889
1892-93.....	474,024	301,186	172,838
1891-92.....	728,628	425,737	297,891

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1904-1905.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1904.....	250	5,481	5,681	7,268
October.....	16,183	41,845	57,528	27,150
November.....	23,898	97,062	120,455	96,664
December.....	19,847	114,074	133,921	114,896
January, 1905.....	8,121	56,879	64,500	75,717
February.....	6,092	36,876	42,468	43,166
March.....	11,950	69,496	81,446	76,003
April.....	5,934	66,882	72,816	68,492
May.....	4,596	87,885	42,481	48,022
June.....	1,941	25,794	27,735	42,455
July.....	3,814	12,837	16,151	31,015
August.....	1,922	11,054	12,976	28,890
Total bales.....	103,543	574,115	677,658	654,730

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1904-05.	1903-04.	1902-03.
St. Louis, Iron Mountain & Southern R. R.....	306,521	347,641	456,316
St. Louis, Iron Mountain & Southern R. R. (Ill. Div.)	48,631	.....	.....
Missouri Pacific R. R.	7,472	2,899	103
Mobile & Ohio R. R.....	70,067	59,851	88,159
St. Louis & San Francisco R. R.	60,625	59,507	110,773
St. Louis & Southwestern R. R.....	77,879	9,984	28,107
Illinois Central R. R.....	8,118	2,248	5,733
Missouri, Kansas & Texas R. R.	95,138	38,586	99,005
Chicago & Alton R. R. (West).....	.....	.....	75
Chicago, Rock Island & Pacific Ry.....	3,863	.....	.....
Chicago, Burlington & Quincy R. R. (West).....	50	160	459
Louisville & Nashville R. R.....	3,765	1,219	783
Southern R. R.....	.....	24	20
Lower Mississippi River Boats.....	1,112	872	2,785
Cumberland and Tennessee River Boats	1,927	646	2,735
Total Bales.....	677,658	528,567	745,008

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

FROM	1904-05. Bales.	1903-04. Bales.	1902-03. Bales.	1901-02. Bales.
Arkansas	888,261	296,149	400,445	422,070
Texas	49,450	63,648	180,588	165,788
Missouri.....	19,882	11,810	12,990	19,779
Tennessee	25,298	29,898	52,408	41,758
Mississippi.....	56,859	50,499	42,145	60,222
Indian Territory ...	70,721	83,092	52,949	118,188
Alabama.....	9,949	2,325	1,718	5,223
Kentucky.....	89	74	20	89
Louisiana.	86,181	29,062	45,617	46,441
Kansas.....	.....	88	141	2
Oklahoma.....	21,578	6,997	5,989	58,380
Total receipts.....	677,658	528,587	745,008	982,885
Deduct for half round bales... ..	.....	1,708	2,885	91,557
Net receipts	677,658	521,881	742,618	841,258

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTE.	1904-05. BALES.	1903-04. BALES.	1902-03. BALES.
Chicago & Alton R. R., Mo. Div.....	50	8	21
Missouri Pacific R. R.....	15	.....	400
S. Louis & San Francisco R. R.....	4,742	.....	47
Missouri, Kansas & Texas Ry.....	.....	.....	482
Illinois Central Railroad.....	.....	650	9,955
Louisville, Henderson & St. Louis R. R.....	507	2,757	1,486
Louisville & Nashville R. R.....	146	160	1,224
Southern R. R.....	85,893	42,991	82,181
Baltimore & Ohio S.-W. R. R.....	22,555	16,980	83,890
Chicago & Alton R. R.....	128,154	64,075	119,595
Cleveland, Cln., Chicago & St. Louis R. R.....	72,817	27,732	119,865
Vandalia R. R.....	11,044	18,481	46,819
Wabash R. R. (East).....	106,181	145,905	18,177
Toledo, St. Louis & Western R.R.....	112,452	86,450	225,169
Chicago, Peoria & St. Louis R. R.....	56,487	49,941	113,395
Chicago, Burlington & Quincy R. R. (East).....	17,221	7,729	14,617
Chicago, Burlington & Quincy R. R. (West).....	41,615	6,085	4,677
Chicago & Eastern Illinois R. R.....	50,764	9,235	.....
Other Roads.....	.....	179	216
Upper Mississippi and Illinois River Boats.....	187	198	288
Total bales.....	654,780	479,546	787,404

TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF MIDDLING COTTON AT ST. LOUIS EACH MONTH FOR FOUR YEARS.

MONTHS.	1904-05.		1903-1904.		1902-03.		1901-02.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September.....	10%	11%	9%	12%	8%	8 9-16	7%	8 9 16
October.....	9%	10%	9%	10%	8	8%	7%	8 8-16
November.....	9%	10 1-16	10%	11%	7%	8 1-16	7 5-16	7 9-16
December.....	8%	8%	11%	18%	8	8%	7%	6 1-16
January	6%	7	13%	16	8%	8%	7 13-16	8
February.....	7%	7%	13%	16%	8%	9%	7%	8 5-16
March.....	7%	7%	14%	15%	9%	9 15-16	8 5-16	8%
April.....	7 7-16	7 9-16	14	15%	9%	10%	8%	9%
May.....	7 11-16	8%	12%	14	10%	11%	9%	9%
June	8%	9%	10%	12%	11%	13%	8 15-16	9%
July	9%	11%	10%	11	12%	13%	8%	9
August.....	10%	10%	10%	11%	%	12%	8%	8 13-16

SHIPMENTS TO UNITED STATES PORTS AS REPORTED BY ST. LOUIS COTTON EXCHANGE.

	1904-05. Bales.	1903-04. Bales.		1904-05. Bales.	1903-04. Bales.
To Boston.....	125,037	42,380	To Interior points..	401,950	414,227
" Providence.....	10,185	1,242	" Norfolk.....	495	223
" New York.....	20,199	11,993	" Portland, Maine	21,710	2,015
" Philadelphia....	6,772	3,585	" Pacific Coast....	58,048	14,580
" Baltimore.....	5,657	3,757	" Canada	13,829	21,973
" Louisville	165	2,070	" Pensacola.....	15	.....
			" City	5,017	.....

Since 1898-99 half round bales have been reduced to the equivalent of Standard bales.

Total Bales 1903-04....518,045.

Total Bales 1904-05....667,079.

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1905.....	91,923	87,539	10,776
1904.....	57,487	52,360	6,392
1903.....	57,016	67,466	1,265
1902.....	173,713	196,376	11,715
1901.....	92,231	66,656	34,378
1900.....	67,597	111,558	8,808
1899.....	124,906	97,219	46,962
1898.....	120,605	103,205	25,077
1897.....	109,297	119,498	7,677
1896.....	111,617	100,838	17,873
1895.....	161,219	171,451	7,549

COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED BY THE NEW ORLEANS COTTON EXCHANGE.

	1904-1905.	1903-1904.	1902-1903.
Alabama	1,470	1,000	1,050
Arkansas	905	705	1,000
Florida.....	89	55	55
Georgia.....	1,975	1,825	1,470
Louisiana.....	1,100	824	884
Mississippi.....	1,777	1,387	1,404
North Carolina, etc.....	775	563	575
South Carolina.....	1,200	825	950
Tennessee, etc.....	691	451	509
Texas and Indian Territory.....	3,584	2,876	2,831
Total crops—bales.....	13,566	10,728	10,631

VALUE OF COMMERCIAL CROP.

	Bales.	Value.
1904-1905.....	13,565,885	\$628,195,359
1903-1904.....	10,011,874	617,501,548
1902-1903.....	10,727,559	480,770,280
1901-1902.....	10,680,680	488,014,682
1900-1901.....	10,833,422	494,567,549
1899-1900.....	9,438,416	361,784,827
1898-99	11,274,840	282,772,986
1897-98	11,199,994	320,552,604
1896-97	8,757,964	321,924,837

WEIGHTS AND VALUE PER BALE.

	1904-05. lbs.	1903-1904. lbs.	1902-03. lbs.	1901-02. lbs.	1900-01. lbs.
Average weight per bale	515.18	507.69	508	508.43	510.23
United States standard bales....	.....	510	510	510	511
St. Louis Receipts "	515	510	510	510	511
" " round " .....	.....	500	500	500	500
" " half " .....	.....	250@270	250@270	250@270	250@270

Average value per bale St. Louis Receipts, 1904-05, \$48.70; 1903-04, \$35.23; 1902-03, \$49.75.

THE CROP OF THE UNITED STATES, IN BALES, FOR 66 YEARS.

AMERICAN COTTON CROP FOR THREE YEARS.

From New Orleans Cotton Exchange Report.

	1904-05. Bales.	1903-04. Bales.	1902-03. Bales.
Port receipts	10,819,732	7,252,222	7,724,104
Overland to mills	1,128,133	989,943	1,032,898
Southern consumption	2,168,505	1,919,252	2,000,729
	<hr/>	<hr/>	<hr/>
Less taken by Southern mills from ports.....	13,611,470	10,111,417	10,808,216
	65,585	190,048	89,657
TOTAL CROPS.....	13,545,885	10,011,374	10,727,559
EXPORTS—			
Great Britain.....	4,140,474	2,877,977	2,851,528
France	857,738	705,089	755,679
*Continent and Channel.....	3,747,104	2,745,009	3,089,959
Canada.....	181,552	59,556	123,677
TOTAL EXPORTS.....	8,876,868	6,118,081	6,800,843
Stock close of year.....	819,405	112,427	162,043
Northern mills takings.....	2,282,145	2,026,967	1,967,635
Average gross weight of crop bale—pounds.....	515.68	507.69	508

* Including Mexico, Japan and China.

SUPPLY AND DISTRIBUTION OF AMERICAN COTTON.

(In thousands.)

SUPPLY.

	1904-05	1903-04	1902-03	1901-02
Visible supply Sept. 1.....	474	517	778	925
Brought into sight.....	13,641	10,055	10,888	10,612
Total Supply, Bales.....	14,115	10,572	11,661	11,537

DISTRIBUTION.

	1904-05	1903-04	1902-03	1901-02
Takings—				
American mills, North.....	2,282	2,027	1,968	2,051
American mills, South.....	2,164	1,919	2,001	1,968
Canadian mills.....	111	90	124	122
Mexican mills	68	55	62	88
Japanese and Chinese mills.....	834	48	148	178
European mills.....	7,459	5,907	6,683	6,432
Total mill takings.....	12,495	10,097	10,941	10,754
Burnt.....	87	1	3	5
Visible supply August 31—				
American	464	161	177	210
Great Britain.....	799	165	157	851
Continent	590	148	158	217
Total distribution, Bales.....	14,115	10,572	11,461	11,587

**STATEMENT SHOWING THE ENTIRE
RECEIPTS.**

By—	Flour Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
r.)	98,100	1,140,080	179,880	298,200	25,000	7,500
..	882,245	8,119,596	8,154,440	1,052,670	43,600	16,250
R	74,600	579,850	11,765	2,780	1,000	.....
...	220,710	2,412,068	1,182,289	2,822,980	80,600	107,887
...	278,896	2,089,400	767,500	74,250	8,000	149,000
...	74,000	1,454,560	167,510	20,100	5,400	1,254
...	.....	4,750	8,650	.....	.....	.....
l.)	6,825	92,461	4,000	.....	8,865	.....
v.)	2,830	164,802	124,825	4,050	.....	.....
...	26,055	450,627	881,000	1,205,550	9,800	212,250
R	.....	950	.....	.....	.....	.....
...	6,080	16,100	28,175	1,350	2,000	.....
...	700	58,800	.....	.....	.....	.....
...	89,815	46,582	4,775	.....	.....	.....
...	208	152,400	31,900	91,600	2,000	.....
le)	86,120	801,950	1,455,200	1,204,200	8,000	222,250
R	200	208,800	58,000	56,700	.....	.....
...	48,408	47,200	95,295	100,100	4,000	.....
...	50,485	172,250	844,900	968,500	26,000	169,250
R	18,225	55,400	59,800	82,490	4,000	.....
l.)	172,810	688,800	1,072,400	2,819,865	4,000	961,750
...	96,410	1,184,500	4,475,200	8,068,400	188,800	241,500
...	896,600	8,200,650	8,690,400	5,118,500	210,100	702,750
...	1,265	2,750	802,400	45,800	.....	29,250
...	.....	11,400	.....	1,850	.....	.....
...	.....	4,750	8,000	25,650	.....	.....
...	4,890	208,494	24,805	6,785	887	.....
...	1,820	804,290	116,405	165	270	806
...	1,025	65,792	9,845	.....	207	.....
...	880	68,618	8,685	.....	18	.....
...
...	.....	817,418	426,000	818,000	.....	.....
Total Receipts	2,528,780	21,001,852	19,087,905	19,279,665	569,708	2,921,188
Flour Manufactured	1,268,687	.....	.....	.....	.....	.....
In store January 1st, 1905	68,600	8,681,717	176,561	1,070,064	11,744	26,649
Total movement	8,878,917	34,688,569	19,244,466	20,349,729	581,452	2,947,837

MOVEMENT IN FLOUR AND GRAIN FOR 1905.

SHIPMENTS.

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1905.

Total

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53

53,831	2,127,925	3,945	30,328,700	390,604,700	116,341,040	24,396,120	1,254,226	690,278	2,407,386	199,192	3,364,955
--------	-----------	-------	------------	-------------	-------------	------------	-----------	---------	-----------	---------	-----------

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1906.

Totals
hhds.

29
29
29
34
187
477
487
566
714
919
1,028
1,856
1,463
1,971
2,011
2,004
2,009
2,865
2,863
2,862
2,896
3,319
3,337
3,337
3,347
3,354
3,368
3,368
3,368
3,368
3,391
3,391
3,391
3,408
3,472
3,472
3,472
3,472
3,472
3,472
3,472
3,472
3,472
3,472
3,497
3,514
3,514
3,529
3,529
3,529
3,559
3,576
3,576

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT
ST. LOUIS FOR PAST FOUR YEARS.**

ARTICLES.	1902.	1903.	1904.	1905.
Flour, receipts..... bbls.	2,217,685	2,340,695	2,355,560	2,529,780
Flour, amount manufactured bbls.	1,822,530	1,112,816	1,102,960	1,285,537
Wheat, total receipts..... bush.	30,667,212	23,533,800	23,148,133	21,001,852
Corn, " " " " " "	16,024,715	20,990,245	18,246,825	18,067,905
Oats, " " " " " "	20,570,245	20,409,930	17,109,295	19,278,365
Rye, " " " " " "	940,396	1,327,892	674,185	569,706
Barley, " " " " " "	2,234,504	2,633,119	3,163,000	2,921,133
All Grain received (including flour reduced to wheat).... "	80,416,654	79,423,113	72,940,958	73,223,021
Cotton, receipts..... bales.	766,419	577,582	608,163	617,658
Bagging, manufactured..... yards.	11,000,000	10,400,000	11,500,000	15,000,000
Hay, receipts..... tons.	213,224	298,246	270,695	246,945
Tobacco, receipts..... hhds.	56,534	51,402	53,713	53,331
Lead, receipts in pigs 80 lb. ... pigs.	2,007,720	2,407,605	2,373,540	2,137,935
Hog Product, total shipm'ts... lbs.	373,668,410	393,266,040	501,815,370	609,638,832
Cattle, receipts..... head.	1,181,628	1,209,121	1,261,532	1,254,236
Sheep " " " " " "	540,443	535,836	746,109	690,378
Hogs " " " " " "	1,494,395	1,785,873	2,361,623	2,407,336
Horses and Mules, receipts... "	122,697	137,711	193,669	190,193
Lumber & Logs, " " " " " " feet.	1,646,488,100	1,547,673,600	1,513,951,160	1,674,996,000 ⁰
Wool, total receipts..... lbs.	26,378,080	18,766,250	18,751,770	24,296,130
Hides, " " " " " "	56,237,220	50,910,600	55,228,200	63,544,350
Sugar, received..... "	206,826,850	197,410,250	235,704,925	206,268,750
Molasses (including Glucose) rec'd, galls.	5,522,450	6,230,710	3,053,280	3,042,600
Coffee, received..... bags.	332,255	439,145	552,360	576,860
" " " " " " pkgs.	120,858	94,821	50,395	29,565
Rice, receipts..... pkgs.	196,575	225,165	304,600	247,690
Coal, " " " " " " tons	5,706,794	6,534,785	6,993,932	7,027,950
Nails, " " " " " " kegs.	752,575	478,370	657,165	488,055
Potatoes, receipts..... bush.	3,641,308	2,841,872	3,890,764	1,065,000
Salt, " " " " " " bbls.	228,770	213,785	231,555	250,290
" " " " " " sacks.	33,650	47,030	55,265	94,720
" " " " " " bush. in bulk.	777,840	953,120	821,980	1,005,760
Butter..... lbs.	14,572,645	14,070,275	15,726,960	15,566,235
Tons of freight of all kinds received and shipped.....	29,737,577	35,104,193	37,429,000	39,512,033

PUBLIC ELEVATORS.

DESIGNATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
Central B	1,000,000 bush.	165,000 sacks.
East St. Louis	600,000 "	.....
Advance.....	600,000 "	.....
Union.....	1,000,000 "	.....
Venice.....	600,000 "	.....
Merchants'	400,000 "	.....
Mississippi Valley.....	1,500,000 "	.....
Burlington	1,800,000 "	.....
Rogers.....	500,000 "	.....
McReynolds, C.	1,000,050 "	.....
Total, Jan. 1st, 1906.....	8,500,000 bush.	165,000 sacks.
" " " 1905.....	8,500,000 "	165,000 "
" " " 1904.....	8,500,000 "	165,000 "
" " " 1903.....	7,500,000 "	165,000 "
" " " 1902.....	7,000,000 "	165,000 "
" " " 1901.....	8,700,000 "	265,000 "
" " " 1900.....	8,700,000 "	265,000 "
" " " 1899.....	9,100,000 "	365,000 "
" " " 1898.....	9,500,000 "	365,000 "
" " " 1897.....	10,950,000 "	365,000 "
" " " 1896.....	12,550,000 "	365,000 "
" " " 1895.....	12,100,000 "	365,000 "
" " " 1894.....	11,550,000 "	365,000 "
" " " 1893.....	11,800,000 "	365,000 "
" " " 1892.....	11,800,000 "	365,000 "

Union Elevator destroyed by fire February 8rd, 1906.

PRIVATE ELEVATORS.

OWNER.	Name.	Capacity. Bush.	LOCATED.
Hezel Milling Co	Hezel	60,000	East St. Louis, Ill.
Washburn-Crosby Co.....	Victoria	260,000	Main and Mound sts.
Montgomery, W. H. & Elev. Co....	Montgomery B.	175,000	East St. Louis, Ill.
John Dower	Brooklyn st.	20,000	Brooklyn and Main sts.
Exchange Grain Elevator.....	Exchange... ..	125,000	602 Theresa ave.
Geo. P. Plant Milling Co.....	Plant's.....	250,000	Main st. & Chouteau ave.
Kehlor Flour Mills Co.....	Kehlor	150,000	East St. Louis, Ill.
Gratiot Street Warehouse Co.....	Mound City.	50,000	Branch and First sts.
P. P. Williams Grain Co.....	Belt.....	150,000	East St. Louis, Ill.
Purina Mill Co.	Purina.....	75,000	Eighth & Gratiot sts.
Wabash Elevator Co.....	Wabash.....	40,000	Second and Biddle sts.
J. B. Buss Mills.....	Buss.....	80,000	7552 N. Broadway.
H. W. Beck.....	Beck.....	40,000	Twentieth and Pine sts.
H. W. Beck & Sons Seed & Feed Co..	Beck	40,000	5701 Manchester ave.
C. H. Albers	Terminal	100,000	Denverside, Ill.
F. W. Goeke & Co.....	Goeke.....	360,000	Levee and Sidney st.
A. Miller Grain & Elevator Co.....	Miller	90,000	Theresa ave. & Mo.Pac.trk.
Missouri Forage & Supply Co.....	Mo. Forage.	80,000	426 South Theresa ave.
Clark Bros.....	Clark	90,000	East St. Louis, Ill.
Bartlett Commission Co.....	Eureka	200,000	East St. Louis, Ill.
Columbia Hay & Grain Co.....	.....	80,000	Wab. track & Theresa ave.
Quinnlivan Elevator Co.....	.....	10,000	Theresa ave. and Papin st.
The Corno Mills Co.....	Corno.....	10,000	East St. Louis, Ill.
The Valley Milling Co	Valley	10,000	422 DeSoto ave.
The Ehlermann Hop and Malt Co..	Ehlermann.	50,000	22nd and Scott ave.
Total capacity.....	.....	2,475,000	

**RATES OF STORAGE ADOPTED BY ST. LOUIS PUBLIC
ELEVATORS TO APPLY DURING 1906.**

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and $\frac{3}{8}$ of 1 cent per bushel, for each additional ten days or part thereof.

On Oats, $\frac{1}{2}$ of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and $\frac{3}{8}$ of 1 cent per bushel for each subsequent ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Oats.

Dumping sacks from river $\frac{1}{2}$ of 1 cent per bushel.

Dumping sacks from rail $\frac{1}{2}$ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, $2\frac{1}{2}$ cents per sack for the first five days, and 1 cent per sack for each subsequent ten days or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

**FEES FOR INSPECTING AND WEIGHING GRAIN, ADOPTED
BY THE MISSOURI STATE INSPECTION DEPARTMENT,
AND IN FORCE JANUARY 1, 1906.**

Inspection of Grain and Hay. In and Out.....	50 cents per car.
Inspection from Boat, Barge or Wagons	50 cents per 1,000 bushels.
Reinspection of Grain from Bins	45 cents per 1,000 bushels.
Inspection of Grain in Sacks.....	One-half cent per sack.

WEIGHING DEPARTMENT.

Weighing In (Grain)	85 cents per car.
Weighing Out (Grain)	25 cents per car.
Weighing Sacks at Elevator.....	no charge.
Weighing Grain and Hay on Wagons.....	20 cents per wagon load.

**FEES ADOPTED BY ILLINOIS STATE INSPECTION
DEPARTMENT AND IN FORCE JANUARY 1, 1906.**

FOR IN-INSPECTION.—50 cents per car load; 15 cents per wagon or cart load; 50 cents per 1,000 bushels from boats; $\frac{1}{2}$ cent per bag.

FOR OUT-INSPECTION.—50 cents per 1,000 bushels to vessels; 50 cents per car load to teams; 15 cents per wagon load.

FOR WEIGHING.—85 cents per car load in; 25 cents per car load out; 25 cents per 1,000 bushels to boats.

FLOUR.

Although the foreign shipments of Flour for the year 1905 show a decrease of about 48,000 barrels, the total of Flour handled by millers and receivers in this city shows a gratifying increase. The amount of Flour manufactured by city and outside mills managed here was 3,577,890 barrels this year against 3,315,761 last year. Receipts of Flour into the market amounted in 1905 to 2,539,780 barrels, against 2,355,560 for the preceding year. This gives total manufactured and handled by receivers 6,107,670 barrels for 1905, as against 5,671,321 in 1904.

Shipments of Flour amounted to 3,472,609 barrels for 1905, the largest quantity reported in the past forty years. In 1904 the shipments were 3,306,198 barrels.

It is a fair inference from these figures that St. Louis millers and Flour dealers are finding new markets continually to replace the decreasing export trade. The table of foreign shipments of Flour in this report illustrates this very clearly. There was a considerable falling off in 1905 in the shipments to all European markets with the exception of Scotland, Belgium, Sweden and Finland. There were also decreases in the shipments to South America, partly made up by large increase to Venezuela, this latter market perhaps having been included under the general head South America in previous years. There was an increase in New Foundland shipments. To Cuba the figures are almost identical with last year. To Porto Rico a considerable decline appears. To Central America there is an increase to more than double last year's figures and there is an item of 13,360 barrels exported to Mexico, which appears to be almost an entirely new business.

Stocks of Flour have not been abnormal at any time during the year, indicating that the amount of Flour made and handled was moved off with fair readiness. The figures December 31, 1904, show about 5,000 barrels in store in excess of a year ago.

Prices for Soft Wheat Patent Flour ranged from \$4.40 to \$4.60, January 1st, with a maximum quotation of about \$5.75 in October, closing in the month of December at \$5.45 to \$5.50. The course of prices follows pretty closely the fluctuations of the wheat market. In the fore part of the year all the indications were strongly in favor of a record Winter Wheat crop, and this influenced the market to a great extent until about harvest time, when heavy and long-continued rains not only delayed the receipts of new wheat, but, to a certain extent, raised apprehension of damage, which, however, was not realized later on. The quality of the wheat has been exceptionally fine, both during the last half of

the old crop year and the first half of the new. While there is always more or less inferior wheat coming to market, the percentage this year has been so small that millers have been able to keep supplied with higher grades without interruption. Last year there was more or less difficulty in obtaining any large quantity of really first class wheat without paying excessive premiums for it.

In Hard Wheat manufacture the St. Louis mills continue to hold their own and probably are rapidly increasing the proportion of this style of Flour in comparison with Soft Wheat. The reports do not distinguish between Hard Winter and Soft Winter Wheat Flour, but it is well known among millers that their Hard Wheat brands are finding new markets continually, not only in foreign countries but in portions of the United States which formerly used exclusively Soft Wheat Flour.

The excellence of both Soft Wheat and Hard Wheat brands manufactured in the Winter Wheat district will account in a great measure for the continued increase of the percentage of Flour represented in the exportation of Flour from the whole United States as compared with the export of wheat. This matter is referred to in another part of this report, the figures which come officially from the Treasury Department showing that whereas in 1880 out of our total exports of wheat and wheat products, only 15 per cent consisted of wheat—in 1905 Flour constituted 90 per cent of the total exports of these articles. Flour goes to the consumer in all markets under the brand, or at least under the personal guarantee of the manufacturer or shipper. It is very rare for the buyer to ask for certificates of inspection and the reputation of the shipper is at stake to maintain the character of the Flour and its favor in different export markets. The figures of exports from the Treasury Department amply show that this has been done carefully, continually and successfully by the mills of all parts of the country.

At the close of the year the Flour trade fell into its customary holiday dullness, but from the earliest days of the new crop season in July all the St. Louis millers and Flour dealers have reported a favorable season in a financial way, probably as generally profitable as any previous season. The competition from Spring Wheat mills and from the milling industry in Canada has been very severe, and it is a remarkable testimony to the reputation of St. Louis Flours that they have been able to hold their own. That they have done so and that they have increased their domestic sales is plainly evident from the total figures of business transactions. Competition begets improved methods of manufacture and economics in cost, and there is no reason to doubt that St. Louis millers will continue to hold and increase their proportion of the growing domestic demand for Flour in this country as well as extend their export business to new territory as the need arises.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLS.	Name of Mill.	Capacity Bbls. for 24 hours.	Barrels Manuf. 1903.	Barrels Manuf. 1904.	Barrels Manuf. 1905.
Geo. P. Plant Milling Co.....	Plant's				
Kehlor Flour Mills Co.....	Kehlor				
Regina Flour Mills Co.....	Regina				
Washburn Crosby Co.....	Victor				
Hezel Milling Co.....	East S.				
Saxony Mill Co.....	Saxony				
Seasinghaus Milling Co.....	Jeffers				
Eggers Milling Co.....	Meram				
Carondelet Milling Co.....	Carondelet				
J. B. Buss	Buss...				
Total.....					

FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-
ZENS OF ST. LOUIS, MEMBERS OF THE
MERCHANTS' EXCHANGE.

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1905.
Kehlor Flour Mills Co.....	Rex	Kansas City.....	5,000	877,856
E. O. Stanard Milling Co....	Alton City.....	Alton, Ill.....	2,000	392,818
E. O. Stanard Milling Co....	Empire.....	Dallas, Tex.....	1,200	228,722
Camp Spring Mills Co.....	Camp Spring...	Nashville, Ill....	1,000	145,885
John F. Meyer & Sons.....	Albetrees.....	Springfield, Mo..	1,200	126,628
Mar. Bernheimer M. & M. Co	Banner Mills...	Clinton, Mo.....	1,200	150,000
Jno. F. Meyer & Sons.....	Model.....	Springfield, Mo..	800	59,859
Hunter Bros. Milling Co....	Farmers'.....	Edwardsville, Ill	1,000	149,100
Washington Flour Mill Co..	Regina	Washington, Mo..	400	40,010
Bernet, Craft & Kauffman Milling Co.....	President	Mt. Carmel, Ill..	1,000	326,000
Bernet, Craft & Kauffman Milling Co.....	Palmyra	Palmyra, Mo.....	150	25,000
Keiser Bros. Milling Co.....	Mt. Olive	Mt. Olive, Ill....	400	50,000
Eggers Milling Co.....	Herman Star...	Herman, Mo.....	800	40,000
Total.....				2,292,853

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR A SERIES OF YEARS.**

STOCK OF FLOUR IN STORE DEC. 31st, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1905	68,900	1886	75,686
1904	68,800	1894	68,827
1903	52,240	1893	60,015
1902	56,240	1892	127,737
1901	60,772	1891	70,180
1900	64,808	1890	57,400
1899	75,057	1889	98,780
1898	78,928	1888	98,870
1897	85,686	1887	124,300
1896	82,236	1886	119,450

MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.

Month.	1905. bbls.	1904. bbls.	1903. bbls.	Month.	1905. bbls.	1904. bbls.	1903. bbls.
January 1st.....	74,886	52,240	71,408	July 1st.....	26,850	46,100	57,889
February 1st.....	68,800	61,000	54,878	August 1st.....	45,185	80,200	45,700
March 1st.....	61,000	58,800	44,900	September 1st.....	86,500	85,800	53,400
April 1st.....	51,675	61,665	89,958	October 1st.....	41,620	48,686	48,870
May 1st	65,722	58,200	89,525	November 1st.....	58,498	47,870	61,900
June 1st.....	44,450	50,450	40,100	December 1st.....	62,452	68,600	53,874

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1904.	1905.	Months.	1904.	1905.
January.....	227,085	198,085	January.....	315,480	325,880
February.....	246,635	188,060	February.....	363,500	263,855
March.....	234,820	280,175	March.....	354,895	300,945
April.....	128,520	174,205	April.....	188,795	256,070
May.....	185,755	171,850	May.....	167,805	215,704
June.....	125,225	189,775	June.....	197,715	245,710
July.....	89,885	174,755	July.....	152,225	229,495
August.....	259,780	240,080	August.....	302,090	310,400
September.....	244,890	255,890	September.....	266,540	367,580
October.....	278,770	284,875	October.....	341,120	360,110
November.....	215,905	242,005	November.....	316,890	307,010
December.....	194,090	209,595	December.....	330,448	270,400
Total bbls.....	2,855,569	2,529,780	Total bbls.....	3,308,198	3,472,609

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '88,	994,021 bbls.	Year ending June 30, '97,	1,	bbls.
" " 30, '89,	921,366 "	" " 30, '98,	1,	"
" " 30, '90,	1,840,817 "	" " 30, '99,	1,	"
" " 30, '91,	1,237,546 "	" " 30, 1900,	1,	"
" " 30, '92,	1,431,990 "	" " 30, 1901,	2,	"
" " 30, '93,	1,897,408 "	" " 30, 1902,	2,	"
" " 30, '94,	1,143,435 "	" " 30, 1903,	2,	"
" " 30, '95,	1,119,898 "	" " 30, 1904,	2,	"
" " 30, '96,	1,119,691 "	" " 30, 1905,	2,	"

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1904.	1905.	Direction.	1904.	1905.
Eastern Railroads.....	253,710	324,880	Direct for export, via		
Illinois River.....	1,140	1,025	Atlantic ports.....	208,844	244,480
Western Railroads.....	1,680,065	1,628,919	Direct for export, via		
Southern Railroads.....	185,110	80,785	Gulf ports.....	567,768	478,800
Lower River Boats.....	4,820	1,820	To Eastern points.....	738,256	1,024,275
Northern Railroads....	572,780	498,100	Southern points....	1,678,600	1,661,054
Upper River Boats.....	7,905	4,890	Western points.....	81,120	84,195
Missouri River Boats..	40	580	Northern points....	51,610	84,655
Total bbls.....	2,855,569	2,529,780	Total bbls ...	3,308,198	3,472,609

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1902. Bbls.	1903. Bbls.	1904. Bbls.	1905. Bbls.
New York.....	4,149,129	4,281,084	2,672,766	2,550,938
Boston and Charlestown	901,325	767,044	610,103	491,418
Philadelphia.....	2,521,791	2,664,177	1,256,151	1,264,227
Baltimore	3,074,835	3,489,618	1,281,266	1,226,033
New Orleans.....	612,290	1,374,844	624,837	567,896
San Francisco.....	1,090,876	750,419	744,885	516,011
Chicago.....	36,898	7,204	19,558	20,915
Duluth and Superior.....	520,585	632,176	424,260	363,480
Portland and Falmouth	129,020	174,796	62,276	6,588
Puget Sound	1,630,555	1,988,341	1,608,557	1,962,127
Portsmouth and Norfolk.....	173,676	153,626	93,098	68,679
Willamette	691,471	1,087,636	730,154	1,058,343
New Port News.	1,954,483	1,044,044	678,838	605,758
Galveston	145,075	588,516	167,801	147,663
Mobile	261,813	268,605	356,616	336,524
Other Points.	105,714	332,691	42,839	45,826
Total	17,998,531	19,554,141	11,368,503	11,281,937

Value of Flour Exported in 1904, \$49,648,243

Value of Flour Exported in 1905, \$49,694,482

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1902. Bbls.	1903. Bbls.	1904. Bbls.	1905. Bbls.
St. Louis.....	2,217,685	2,340,695	2,355,560	2,529,780
New York.....	6,893,734	7,636,338	6,379,493	6,436,028
Boston.	1,945,758	1,888,743	1,775,458	1,669,145
Baltimore	3,757,255	4,395,959	2,096,709	2,278,089
Cincinnati	2,408,058	1,553,704	1,524,700	1,407,167
Milwaukee	3,681,400	3,307,995	2,301,705	2,516,630
Minneapolis	246,241	291,651	352,093	3,126,828
Toledo	700,000	625,000	450,000	.....
Buffalo	12,026,616	11,248,027	6,160,965	10,201,100
Chicago	7,395,207	7,760,227	8,839,200	7,944,955
Philadelphia	4,213,907	3,882,434	2,261,053	2,445,264
New Orleans.....	551,145	528,471	505,428	497,143
Detroit	873,300	292,301	322,100	293,800
Peoria.	1,017,620	826,205	919,300	967,950
San Francisco	1,743,553	1,366,976	1,295,590	1,037,484
Montreal.	1,043,016	1,313,497	1,007,066	755,439
Duluth and Superior	6,907,765	4,729,300	2,899,600	4,332,390
Cleveland	851,430	812,999	1,261,970	632,190
Indianapolis	325,043	1,306,096	276,099	301,157
Tacoma	415,220	.....	.....	.....
Galveston.....	270,104	660,047	167,801	163,118

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1905. Bbls.	1904. Bbls.	1903. Bbls.	1902. Bbls.
Minneapolis	14,252,190	13,652,735	15,581,805	16,260,105
St. Louis	1,285,587	1,102,980	1,112,316	1,322,530
Baltimore	149,650	212,701	350,378	384,758
Philadelphia	683,000	675,696	612,800	600,000
Milwaukee	1,418,140	1,320,616	1,443,420	1,755,051
Buffalo .....	.....	.....	990,108	965,662
Toledo	1,042,000	875,000	1,308,000	1,600,000
Detroit.....	599,000	591,000	570,000	813,000
Chicago	975,000	600,000	838,878	1,262,224
Duluth and Superior.....	793,145	835,720	1,178,695	1,809,620
Kansas City	2,053,000	1,595,106	1,535,460	1,298,359
Peoria	105,000	89,586	90,000	107,000
Cincinnati	381,935	.....	431,067	416,293
Cleveland.....	300,000	290,000	175,000	.....
Indianapolis.....	425,148	434,959	519,845	665,614
Nashville, Tenn.....	.....	586,511	714,769	988,376
Galveston.....	240,755	187,309	195,000	172,240
Tacoma.....	.....	1,000,000	.....	.....
California*	2,200,000	2,188,238	.....	.....

*For year ending June 30th.

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

	1905. Bbls.	1904. Bbls.	1903. Bbls.	1902. Bbls.
January	7,471	13,755	8,464	10,648
February	12,928	11,536	8,930	11,065
March	13,646	12,128	11,163	9,027
April.....	17,531	8,832	10,958	9,228
May	16,962	11,029	10,294	8,134
June	20,753	14,618	8,007	8,090
July.....	14,669	16,776	13,506	8 917
August.....	18,095	13,656	11,745	12,014
September.....	14,748	11,524	8,845	10,547
October	17,078	12,139	12,067	13,662
November	15,285	13,008	11,188	14,503
December.....	11,267	13,490	9,416	9,840
Total bbls	180,433	152,491	124,603	134,675

AUGUST RUMP, Inspector.

STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1905.

City.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	200,000	204,961	196,000	199,822	174,672	141,496	128,000	100,000	91,000	105,000	116,584	124,000
New York.....	192,900	170,200	128,700	114,600	117,700	107,500	70,800	64,700	60,800	101,900	97,100	128,700
Chicago.....	52,500	52,500	60,500	50,500	57,000	29,000	58,800	51,000	59,800	67,200	87,000	95,000
St. Louis.....	74,855	68,300	51,900	51,675	55,712	48,400	29,800	45,185	36,500	41,620	59,400	68,452
Toledo.....	80,000	80,000	80,000	75,000	16,000	6,000	4,000	8,000	8,000	6,500	7,000	7,000
Baltimore.....	40,000	50,000	48,000	41,000	35,000	28,000	20,000	28,000	26,000	29,000	42,000	29,000
Detroit.....	15,000	8,000	8,000	14,000	15,000	8,000	11,000	9,000	15,000	11,000	18,000	11,000
Boston.....	101,158	87,102	92,753	94,518	90,744	80,207	75,087	67,891	63,452	81,146	97,926	108,842
Milwaukee.....	22,000	24,800	46,000	76,180	42,020	83,709	70,919	69,540	54,845	100,660	161,805	102,050
Duluth.....	37,000	38,000	34,000	108,000	109,000	14,000	168,000	114,000	82,000	126,000	211,000	98,000
Total bbls.....	725,908	781,838	656,458	775,406	680,868	522,048	582,897	387,286	508,727	687,906	881,861	769,074

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1903, 1904 AND 1905,
ON THROUGH BILLS OF LADING.

Destination.	1903. Barrels.	1904. Barrels.	1905. Barrels.
England.....	100,669	100,669	100,669
Germany.....	25,785	25,785	25,785
Scotland.....	72,297	72,297	72,297
Ireland.....	4,255	4,255	4,255
Denmark.....	8,002	8,002	8,002
Norway.....	6,859	6,859	6,859
Holland.....	45,009	45,009	45,009
Belgium.....	6,859	6,859	6,859
Spain.....	575	575	575
France.....	17,540	17,540	17,540
Finland.....	.....	.....	.....
Portugal.....	.....	.....	.....
South Wales.....	.....	.....	.....
Mexico.....	19,800	19,800	19,800
Venezuela.....	18,324	18,324	18,324
Russia.....	600	600	600
Switzerland.....	400	400	400
TOTAL.....	500,000	500,000	500,000

TOTALS.—Barrels.

.....	719,230
.....	768,612
.....	876,941
.....	918,205
.....	1,189,821
.....	1,051,951
.....	743,878
.....	608,908
.....	408,849
.....	874,021
.....	868,217
.....	824,803
.....	687,750
.....	648,305

WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR
PER BARREL FOR 1905.

1905.		Patents.	Extra Fancy.	Clear.	Low to Medium.
January	7.....	5.80@5.50	5.00@5.10	4.25@4.60	3.40@3.80
"	14.....	5.40 5.60	5.10 5.20	4.85 4.70	3.40 3.70
"	21.....	5.85 5.55	5.05 5.15	4.85 4.70	3.40 3.70
"	28.....	5.80 5.50	5.05 5.15	4.85 4.70	3.40 3.70
February	4.....	5.80 5.50	4.95 5.05	4.85 4.70	3.40 3.70
"	11.....	5.80 5.50	4.95 5.05	4.85 4.70	3.40 3.70
"	18.....	5.80 5.50	4.95 5.05	4.85 4.70	3.40 3.70
"	25.....	5.85 5.50	4.95 5.10	4.85 4.70	3.40 3.70
March	4.....	5.80 5.50	4.90 5.05	4.85 4.70	3.40 3.70
"	11.....	5.20 5.40	4.85 4.95	4.25 4.70	3.40 3.70
"	18.....	5.15 5.40	4.85 4.95	4.25 4.70	3.40 3.70
"	25.....	5.15 5.40	4.85 4.95	4.25 4.70	3.40 3.70
April	1.....	5.10 5.85	4.80 4.95	4.25 4.70	3.25 3.70
"	8.....	5.10 5.85	4.80 4.90	4.25 4.70	3.00 3.75
"	15.....	5.00 5.25	4.60 4.75	4.00 4.50	2.75 3.50
"	22.....	4.90 5.10	4.50 4.65	3.60 4.50	2.60 2.90
"	29.....	4.65 4.80	4.30 4.45	3.50 3.90	2.70 3.00
May	6.....	4.65 4.80	4.30 4.45	3.50 3.90	2.70 3.00
"	13.....	4.70 4.85	4.35 4.50	3.60 4.00	2.50 3.00
"	20.....	4.75 4.95	4.40 4.55	3.60 4.00	2.50 3.00
"	27.....	4.95 5.10	4.50 4.60	3.60 4.00	2.50 3.00
June	3.....	4.95 5.10	4.50 4.60	3.60 4.00	2.50 3.00
"	10.....	4.85 5.00	4.15 4.85	3.25 4.00	2.50 2.75
"	17.....	4.85 5.00	4.25 4.40	3.25 4.00	2.50 2.75
"	24.....	4.85 5.00	4.25 4.40	3.25 4.00	2.50 2.75
July	1.....	4.85 5.00	4.25 4.40	3.25 4.00	2.50 2.75
"	8.....	4.75 4.90	4.15 4.80	3.25 3.75	2.50 2.75
"	15.....	4.25 4.40	3.90 4.05	3.00 3.50	2.40 2.90
"	22.....	4.30 4.50	3.90 4.00	2.90 3.45	2.40 2.90
"	29.....	4.30 4.50	3.90 4.00	2.90 3.45	2.40 2.90
August	5.....	4.25 4.40	3.75 3.90	2.85 3.35	2.40 2.90
"	12.....	4.25 4.40	3.75 3.90	2.85 3.35	2.40 2.90
"	19.....	4.15 4.30	3.65 3.80	2.75 3.25	2.40 2.90
"	26.....	4.15 4.30	3.65 3.80	2.75 3.25	2.40 2.90
September	2.....	4.05 4.20	3.65 3.80	2.75 3.20	2.40 2.90
"	9.....	4.10 4.20	3.65 3.80	.....	2.40 2.90
"	16.....	4.10 4.20	3.65 3.80	.....	2.40 2.90
"	23.....	4.20 4.35	3.65 3.80	.....	2.40 2.90
"	30.....	4.20 4.35	3.65 3.80	.....	2.40 2.90
October	7.....	4.20 4.35	3.65 3.80	.....	2.40 2.90
"	14.....	4.25 4.35	3.75 3.90	.....	2.40 2.90
"	21.....	4.25 4.35	3.75 3.90	.....	2.40 2.90
"	28.....	4.45 4.60	3.95 4.05	.....	2.50 3.25
November	4.....	4.45 4.60	3.95 4.05	.....	2.50 3.25
"	11.....	4.40 4.55	3.90 4.05	.....	2.50 3.25
"	18.....	4.40 4.55	3.90 4.05	.....	2.50 3.25
"	25.....	4.30 4.50	3.85 3.95	.....	2.50 3.25
December	2.....	4.30 4.50	3.90 4.05	.....	2.40 3.25
"	9.....	4.35 4.50	3.95 4.10	.....	2.40 3.25
"	16.....	4.35 4.50	3.95 4.10	.....	2.40 3.25
"	23.....	4.35 4.60	3.90 4.10	.....	2.40 3.25
"	30.....	4.35 4.50	3.90 4.10	.....	2.40 3.25

GRAIN.

The products of the farm during the year 1905 are placed by Hon. James Wilson, Secretary of Agriculture, at a value of \$6,415,000,000, while the amount exported was valued at the ports of shipment at \$875,000,000.

Commenting on the production of the various grain crops Secretary Wilson's report says:

CORN—Has reached its highest production with 2,708,000,000 bushels, a gain of 42,000,000 over the next lower year, 1899. In value also, the corn crop this year is higher than that of the next lower year, 1904, by \$128,000,000 and the total value may be \$1,216,000,000. No other crop is worth more than half as much.

HAY—Second in order of value among all kinds of crops is the hay crop which takes the second place back from the cotton crop, which held it for the two proceeding years. Many hay crops have exceeded in tons the product of this year, but because of high prices the crop reaches a value of \$605,000,000, which is higher by \$34,000,000 than the value of the crop in 1898.

WHEAT—Fears last year that the United States had fallen to the level of its consumption in the production of wheat were ill-founded. The short crop of that year is followed this year by the second wheat crop in size that this country has ever produced, 684,000,000 bushels, and the value of this crop \$525,000,000, overtops the highest value before reached, in 1891, by \$11,000,000.

OATS—Fifth in order of value among the crops of the year is the oat crop, with 939,000,000 bushels or 50,000,000 bushels under the highest production in 1902. In value as well as yield the oat crop of this year has been exceeded in only two previous years, amounting to \$282,000,000, only \$22,000,000 under that of 1902.

POTATOES--Next after oats comes the potato crop, which has been a partial failure and falls below the highest production of preceding years, that of 1904, by 72,000,000 bushels, but in value the crop has done better, since it occupies the fourth place from the highest, and is valued at \$138,000,000, or only \$13,000,000 below the highest preceding value, that of 1903.

BARLEY--The high price of barley during the last three years has much increased the size and value of this crop, so that it now occupies seventh place among the leading agricultural crops. In quantity the crop of this year 183,000,000 bushels, is third among annual barley crops, though only 7,000,000 bushels under the highest crop, that of 1904, and has a value of \$58,000,000 or only \$4,000,000 under the most valuable crop of this cereal, that of 1902.

The crops of 1905 aggregated 4,518,456,291 bushels, the largest on record.

The average yield, production and value as given by the Department of Agriculture were as follows:

CROPS.	Acreage.	Yield per Acra.	PRODUCTION.	FARM VALUE.
		Bushels.	Bushels.	
Winter Wheat.....	29,864,019	14.3	428,482,834	\$ 334,908,942
Spring Wheat.....	17,990,061	14.7	264,516,555	193,885,785
Corn.....	94,011,869	26.8	2,707,993,540	1,116,898,739
Oats.....	28,046,746	34.0	956,216,197	277,047,537
Rye.....	1,852,508	16.6	31,616,045	16,754,657
Barley.....	5,096,528	26.8	136,651,020	55,047,166

The yield as compared with previous years was as follows:

Farm values for several years compare as follows:

	1903.	1903.	1904.	1905.
Corn.....	\$1,017,017,349	\$952,868,801	\$1,067,461,440	\$1,116,898,739
Wheat.....	422,224,117	443,024,826	510,489,874	818,872,727
Oats.....	303,584,852	267,681,665	279,900,013	277,047,537
Rye.....	17,080,793	15,998,871	18,745,548	16,754,651
Barley.....	61,898,684	60,166,813	58,651,807	55,047,166
Hay.....	542,036,864	558,876,830	529,107,625	515,969,784
Potatoes.....	134,111,436	151,638,490	150,678,892	160,821,060

It will be noticed that corn is the most valuable product, and that hay and wheat are the next.

The exports of grain from the United States for the past seven years compare as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	Oats. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1905.....	20,555,817	110,969,265	28,641,668	470,230	18,869,421	174,036,396
1904.....	18,015,894	46,351,290	1,192,838	94,451	8,320,082	63,978,556
1903.....	78,145,278	91,254,690	1,461,826	2,756,465	9,514,148	173,184,337
1902.....	129,466,280	18,728,960	5,978,708	4,655,264	8,712,874	167,785,061
1901.....	179,301,418	102,859,089	25,929,048	2,617,570	8,666,110	318,778,236
1900.....	99,079,153	190,896,489	82,188,242	1,998,786	12,819,163	383,964,891
1899.....	169,535,161	306,185,283	41,065,129	4,862,840	16,949,846	538,557,702

The Grain business of St. Louis for the year aggregated 61,859,011 bushels.

Receipts as compared with former years were as follows:

RECEIPTS.

	1905.	1904.	1903.	1902.	1901.
Wheat, bushels.....	21,001,852	23,148,133	23,533,800	30,667,212	20,860,806
Corn, "	18,067,905	18,246,325	20,990,245	16,024,715	20,834,000
Oats, "	19,278,365	17,109,295	20,409,930	20,570,245	15,728,130
Rye, "	569,706	674,185	1,327,892	940,896	686,810
Barley "	2,921,183	3,163,000	2,633,119	2,234,504	1,939,993
Total, bushels....	61,839,011	62,340,938	68,894,985	70,437,072	60,049,796

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1905.....	73,223,021	1899.....	55,058,154	1893.....	66,343,786
1904.....	72,940,958	1898.....	60,384,608	1892.....	80,548,136
1903.....	79,428,118	1897.....	63,581,364	1891.....	68,835,754
1902.....	80,416,654	1896.....	57,203,249	1890.....	77,795,322
1901.....	69,817,294	1895.....	37,410,330	1889.....	68,466,596
1900.....	69,556,619	1894.....	51,646,405	1888.....	51,105,121

The relative position of the ten principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

	1905—bush.	1904—bush.	1903—bush	1902—bush.
Chicago.....	260,675,803	225,719,957	240,547,173	185,785,374
St. Louis.....	61,839,011	62,340,938	68,894,986	70,437,072
Minneapolis.....	137,270,260	130,555,850	124,562,810	112,889,660
Peoria	29,093,000	34,286,700	34,855,870	34,776,815
Kansas City.....	69,599,300	58,850,900	61,749,000	48,869,000
Milwaukee	37,749,100	37,407,610	33,163,305	32,896,177
Toledo	24,390,109	19,924,110	25,699,618	26,491,302
Duluth and Superior ...	51,353,117	46,142,089	41,337,622	49,807,816
Detroit.....	15,025,279	15,830,062	12,589,904	12,323,840
Cincinnati.....	30,104,217	22,647,597	20,581,832	20,122,812

WHEAT.

St. Louis is the leading Soft Winter wheat market of the country, and controls largely the marketing of this grade of wheat. A considerable amount of Hard Winter is also received, and finds ready sale. Receipts during the year were 21,001,852 bushels. Receipts from the West aggregated 10,843,652 bushels, from the North and Northwest 8,651,686 bushels.

Inspections for the last three years show the relative amount of each grade received to have been as follows:

Wheat.		1905.	1904.	1903.
Soft Winter.....	Cars....	13,159	14,336	17,985
Hard Winter.....	"	7,163	8,755	6,033
Spring.....	"	1,080	802	717
Mixed.....	"	114	664	646
Colorado.....	"	208	304	.....
Other Grades.....	"	193	67	.....
Soft Winter.....	Sacks....	404,208	441,121	158,920
Other Grades.....	"	2,762	1,357	.....

Shipments aggregated 18,240,660 bushels, of which 62,826 bushels were exported by rail via Atlantic Coast, none going by river. The balance was shipped to the East and South for consumptive purposes.

Cash No. 2 Red was quoted at \$1.14 to \$1.20 in January and declined until 98 was reached in May and 92 in June. After harvest prices fell to 83½ in July, 82½ in August and ranged from 82 to 90 cents for the balance of the year.

Receipts of wheat at the principal primary markets for the past four years compare as follows:

	1905—Bu.	1904—Bu.	1903—Bu.	1902—Bu.
Minneapolis	92,176,870	86,935,980	86,040,070	88,762,120
Chicago.....	26,899,012	24,457,347	27,124,585	37,940,953
Kansas City.....	40,038,000	39,159,900	38,322,000	24,018,400
Duluth and Superior	31,186,725	26,635,205	29,091,142	42,406,923
St. Louis	21,001,852	23,148,133	23,533,800	30,667,212
Milwaukee	7,576,600	8,240,860	9,081,615	9,426,200
Toledo.....	4,598,700	4,722,280	5,729,513	13,100,260

The crop of the surplus wheat States for the three years were as follows:

	1905—Bu.	1904—Bu.	1903—Bu.
Kansas.....	77,271,104	65,019,471	87,249,557
Minnesota	72,434,234	68,344,256	70,652,597
Nebraska	48,002,603	31,453,943	42,157,560
Iowa	13,633,003	11,266,220	12,531,304
South Dakota....	44,133,481	31,556,784	47,252,994
Missouri	23,022,333	27,163,141	22,194,614
Illinois	29,951,584	21,542,421	16,571,940
Wisconsin	7,993,331	7,483,563	8,365,335
North Dakota....	75,623,044	53,892,193	55,240,580

CORN.

The Corn crop of 1905 was the banner crop, yielding 2,707,993,540 bushels.

Receipts at this point were 18,067,905 bushels as compared with 18,246,325 bushels in 1904.

The bulk of supplies came from the surplus producing states of the North and Northwest. Shipments aggregated 14,547,717 bushels of which 949,365 bushels were exported and 12,526,811 bushels shipped to the South for consumption.

The price of No. 2 ranged from 44 to 50 cents, reaching 58½ in July the highest quotation of the year and declining to 41½ which was the closing price of the year.

Receipts at the principal primary markets were as follows:

	RECEIPTS OF CORN.			
	1905. Bushels.	1904. Bushels.	1903. Bushels.	1902. Bushels.
Chicago	110,823,444	100,543,207	98,545,534	50,622,907
St. Louis.....	18,067,905	18,246,825	20,990,245	16,024,715
Peoria..	14,321,400	19,576,000	21,034,970	18,276,649
Kansas City.....	21,508,000	14,187,600	16,282,800	16,092,800
Toledo.....	8,850,650	7,777,447	12,882,902	5,950,791
Detroit.....	6,849,753	4,975,154	3,793,803	2,069,537
Milwaukee.....	8,101,300	2,964,950	2,308,500	2,701,220
Cincinnati.....	11,826,222	12,848,217	10,453,465	7,910,048
Indianapolis.....	8,439,300	8,104,500	7,233,750	6,599,520

The crops of the corn surplus States for four years, as reported by the Department of Agriculture, are as follows:

	1905--Bush.	1904--Bush.	1903--Bush.	1902--Bush.
Ohio.....	112,399,396	99,628,555	88,095,757	121,608,512
Indiana	187,180,623	143,396,852	142,580,886	171,332,141
Illinois	382,752,063	344,133,680	264,087,431	372,436,416
Iowa.....	305,112,376	303,039,266	229,218,220	297,686,016
Missouri.....	203,294,798	151,522,643	202,839,584	264,232,005
Kansas.....	193,275,836	134,609,669	171,687,014	222,805,621
Nebraska	263,551,772	260,942,335	172,379,532	252,520,173
Total	1,647,516,864	1,437,273,000	1,270,888,424	1,702,621,485

OATS.

The crop of 1905 was 953,216,197 bushels, the largest ever harvested with the exception of the crop of 1902 which amounted to 987,842,712 bushels. Receipts at St. Louis were 19,278,365 bushels, and shipments 16,066,120 bushels. The bulk of the shipments went to the South for consumption, only 259,806 bushels being exported by Gulf ports.

No. 2 Oats were quoted at 31 to 33 cents in January, ranging from 28½ to 32½ till July, when the price fell to 27 and in August to 25½ cents per bushel, the lowest quotation of the year. The close was 31 to 33¼ in December.

The Oat crops of the Western States for four years compare as follows:

	1905. bush.	1904. bush.	1903. bush.	1902. bush.
Iowa	131,115,180	122,323,200	84,133,944	124,638,337
Minnesota	80,669,700	85,178,503	68,809,174	82,259,697
Wisconsin	98,579,988	86,734,515	79,688,846	95,037,810
Illinois	132,779,762	117,311,952	98,525,762	153,450,423
Indiana	47,482,822	42,358,732	29,457,705	48,565,685
Ohio	37,993,108	49,733,541	30,752,419	46,409,791
Missouri	19,684,885	16,265,549	17,401,783	27,816,165
Kansas	23,248,223	16,955,087	26,011,753	31,529,128

RYE.

The Rye crop of 1905 was 27,616,045 bushels. Receipts at St. Louis were 569,706 bushels, the major part coming by rail from the West and Northwest. Prices of No. 2 opened in January at 80 to 82½, and ranged from 57 cents to 72½ cents after harvest, closing at 65 to 69.

BARLEY.

The Barley crop of 1905 was 136,651,020 bushels. Receipts were 2,921,183 bushels, practically all of which was taken by home brewers and malsters.

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1890.....	1,856,883	bbls., or 58,498,114	galls.
1891.....	1,810,812	"	56,135,172 "
1892.....	1,961,449	"	60,814,919 "
1893.....	2,092,908	"	64,879,998 "
1894.....	1,981,666	"	59,881,646 "
1895.....	1,962,059	"	60,823,844 "
1896.....	2,193,785	"	68,007,358 "
1897.....	2,124,507	"	65,859,744 "
1898.....	2,040,158	"	63,204,898 "
1899.....	2,100,411	"	65,112,741 "
1900.....	2,283,603	"	70,791,693 "
1901.....	2,517,755	"	78,050,402 "
1902.....	2,707,508	"	88,932,748 "
1903.....	2,804,208	"	86,930,448 "
1904.....	3,056,170	"	94,741,270 "
1905.....	2,682,610	"	93,160,910 "

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1905.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	196,086	1,875,049	1, 80	1, 100	65,700	315,000
February	188,000	941,983	1, 85	1, 130	55,800	290,000
March.....	290,175	1,168,898	1, 85	1, 100	48,018	597,500
April.....	174,205	662,411	1, 85	1, 150	49,680	160,000
May.....	171,880	598,714	1, 80	1, 180	18,045	80,000
June.....	189,775	516,880	1, 145	1, 188	5,788	.....
July.....	174,785	4,878,014	1, 85	1, 185	18,284	2,861
August.....	240,096	8,822,854	1, 85	2, 85	82,125	7,854
September.....	266,880	2,334,072	1, 80	1, 125	29,108	49,887
October.....	284,875	2,216,576	1, 110	2, 180	70,784	644,760
November.....	242,005	1,688,498	1, 85	1, 180	108,044	518,730
December.....	208,885	1,548,011	2, 40	1, 100	71,009	646,271
By Wagon.....	.....	817,418	180	100	.....	.....
Total	2,529,780	21,001,853	18,087,905	19,271,865	569,708	2,821,188

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1905.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January.....	825,890	1, 78	1,006,810	1, 80	62,910	81,887
February.....	262,885	1, 38	1,346,784	1, 180	94,879	30,558
March.....	500,945	1, 84	1,880,978	1, 155	49,023	28,272
April.....	266,070	1, 04	1,057,255	1, 125	68,851	8,500
May.....	215,704	1, 90	658,498	1, 115	6,988	27,760
June.....	248,710	1, 21	1,509,578	1, 145	10,110	680
July.....	229,496	2, 99	1,211,780	1, 185	4,700	.....
August.....	810,400	2, 48	1,548,108	1, 130	11,927	1,908
September.....	867,580	1, 49	814,080	1, 180	12,749	6,430
October.....	880,110	1, 85	1,424,190	1, 185	89,865	21,018
November.....	807,010	1, 78	1,090,570	1, 110	68,686	69,748
December.....	270,400	1, 68	1,804,245	1, 140	68,210	85,070
Total.....	8,472,809	18,240,660	14,547,717	16,086,120	692,208	287,691

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-ONE YEARS.

	Receipts.	Shipments.
1885	52,579,425	28,822,589
1886	42,912,900	37,896,878
1887	46,748,593	26,008,222
1888	51,195,121	32,402,187
1889	68,468,598	56,223,708
1890	77,786,323	65,155,187
1891	68,585,784	51,260,819
1892	80,548,186	53,545,976
1893	66,848,786	51,487,676
1894	51,648,408	85,170,487
1895	87,410,320	28,229,268
1896	57,209,249	41,300,512
1897	68,581,284	46,987,028
1898	60,284,008	62,732,679
1899	55,058,184	41,028,588
1900	69,555,619	54,606,489
1901	69,817,264	59,162,871
1902	61,415,841	60,984,256
1903	79,429,118	68,977,008
1904	72,940,968	69,880,208
1905	78,228,021	65,261,184

Since 1892, Flour is reduced to wheat at four and one-half bushels to the barrel, previous to 1892 at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
1899.....	91,899,375	11,318,579	22,998,077	17,571,323	5,607,078	2,541,513	468,735	979,641	2,561,269	104,115
1900.....	12,242,571	6,961,690	31,262,219	15,260,159	6,265,056	2,252,025	469,769	804,761	2,411,725	187,064
1901.....	90,774,957	19,445,090	14,541,555	9,578,975	2,138,516	4,410,011	468,767	244,579	1,812,565	66,945
1902.....	18,000,704	6,480,765	20,001,450	15,159,949	6,458,757	2,047,509	588,579	268,557	2,269,796	129,969
1903.....	16,362,309	7,177,908	19,607,225	16,532,256	7,038,951	3,093,293	565,218	708,595	2,025,941	169,721
1904.....	10,690,677	2,537,909	26,114,728	20,491,416	7,339,529	3,690,559	726,726	626,649	2,017,268	216,349
1905.....	15,309,264	3,429,662	16,267,071	11,548,565	7,438,915	2,764,929	447,343	267,015	2,529,721	212,577
1906.....	14,510,315	6,325,208	16,576,256	12,841,173	7,438,915	2,764,929	447,343	267,015	2,529,721	212,577
1907.....	12,010,199	4,415,506	20,268,499	15,904,759	9,769,545	2,780,729	266,729	176,269	2,662,192	261,267
1908.....	12,310,561	5,251,141	24,359,781	20,849,187	11,347,340	5,414,764	431,514	275,228	2,044,931	264,028
1909.....	11,670,774	3,695,015	45,008,851	40,616,232	10,454,760	5,414,764	679,264	267,078	2,070,807	262,178
1910.....	25,658,125	14,977,215	21,330,940	14,551,606	12,432,315	7,773,265	561,054	467,266	2,704,269	229,128
1911.....	27,432,855	16,332,534	22,897,030	22,604,759	10,604,510	4,973,982	1,169,153	1,062,374	2,691,349	172,628
1912.....	14,643,869	7,208,694	23,809,415	22,256,437	10,015,265	4,034,576	653,769	1,868,746	1,868,746	126,568
1913.....	10,073,263	2,140,173	21,545,945	18,163,253	10,195,405	2,932,599	140,265	130,038	2,023,439	126,568
1914.....	11,278,265	7,578,618	8,779,290	6,861,262	10,466,160	4,665,574	254,581	173,263	2,104,126	78,271
1915.....	15,651,945	6,650,572	24,763,445	20,643,729	11,491,310	2,835,087	265,690	247,529	1,861,611	45,261
1916.....	12,057,725	7,480,094	31,077,449	25,817,631	12,147,235	6,360,030	712,428	669,491	1,805,611	126,151
1917.....	14,240,253	11,026,765	26,725,265	27,999,091	10,745,260	5,975,264	571,767	670,522	2,001,911	52,268
1918.....	10,428,168	4,908,427	28,344,475	20,241,228	12,605,265	6,184,565	464,729	691,543	1,409,474	77,573
1919.....	19,765,414	12,473,266	26,613,410	22,657,765	12,267,925	7,268,708	476,268	481,778	2,011,500	121,469
1920.....	20,899,205	17,012,639	20,894,000	17,718,554	15,728,120	10,511,205	695,510	490,517	1,939,264	98,261
1921.....	20,667,313	22,278,267	16,024,715	13,298,459	20,570,245	11,667,269	940,505	938,905	2,264,264	65,417
1922.....	22,528,269	18,505,761	20,990,245	20,538,651	20,469,260	14,079,149	1,527,599	1,025,416	2,632,119	268,026
1923.....	22,149,153	24,040,240	18,246,225	16,770,268	17,109,255	12,880,519	674,155	767,267	2,103,089	629,508
1924.....	21,901,553	18,249,690	19,057,905	14,547,717	19,378,265	16,065,120	569,706	492,266	2,921,128	267,681

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1905.	1904.	Months.	1905.	1904.
January.....	1, 49	2,000,125	January.....	1, 73	2,169,694
February.....	1, 62	2,542,784	February.....	1, 28	2,473,102
March.....	1, 69	1,824,057	March.....	1, 84	2,850,448
April.....	1, 11	848,896	April.....	1, 104	2,366,960
May.....	1, 14	607,527	May.....	1, 80	2,092,300
June.....	1, 80	568,828	June.....	1, 21	1,829,755
July.....	4, 14	2,194,724	July.....	9, 39	989,085
August.....	5, 64	4,628,853	August.....	2, 48	2,457,848
September.....	2, 72	8,888,962	September.....	1, 49	2,218,281
October.....	2, 76	2,470,100	October.....	1, 25	2,277,558
November.....	1, 98	1,594,120	November.....	1, 76	1,587,907
December.....	1, 11	1,191,853	December.....	1, 68	1,228,865
By Wagon.....	18	550,825			
Total bushels..	21,001,953	20,148,188	Total bushels..	19,240,680	24,040,540

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1905.	1904.	1903.
The West by rail and Missouri River.....	10,848,652	11,008,181	9,206,228
The South by rail from west of Mississippi River..	87,151	619,147	1,207,845
The South by Mississippi River boats.....	864,289	508,008	155,297
The South by rail from east of Mississippi River...	787,611	622,044	419,841
The East by rail and by Illinois River.....	1,068,002	1,585,124	8,107,646
The North and Northwest by rail and river.....	8,688,644	8,454,791	6,883,228
Wagons from near the city.....	817,418	850,826	400,000
Total receipts, bushels.....	21,001,953	20,148,188	28,898,006

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1905.	1904.	1903.
Europe direct via Atlantic and Gulf ports by rail..	62,626	8,728	676,086
Europe direct via New Orleans by river.....			1,724,220
East by rail (not exported).....	8,820,268	7,800,462	1,797,982
South by rail (not exported).....	14,223,562	16,865,291	14,867,080
To local points by rail and river.....	828,884	871,064	41,464
Total shipments, bushels.....	19,240,680	24,040,664	18,806,762

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1905.	1904.	Months.	1905.	1904.
January.....	90	2, 00	J	1, 10	1
February.....	1, 85	8, 85	F	1, 64	2,
March.....	1, 85	1, 55	M	1, 78	2,
April.....	1, 65	75	A	1, 65	1
May.....	80	2, 75	M	1, 86	1,
June.....	1, 45	1, 25	J	1, 78	1
July.....	1, 85	00	J	1, 80	
August.....	1, 85	1, 50	A	1, 08	
September.....	1, 60	1, 55	S	1, 60	991,480
October.....	1, 10	1, 54	O	1, 90	1,181,090
November.....	1, 85	05	N	1, 70	766,160
December.....	2, 40	1, 85	D	1, 45	1,181,494
By Wagon.....	00	00			
Total bushels..	18,067,905	18,246,826	Total bushels..	14,547,717	16,770,868

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1905.	1904.	1903.
The West by rail and Missouri river.....	5,408,980	5,188,795	7,978,990
The South by rail from west of Mississippi river...	7,650	126,915	650,900
The South by Mississippi river boats.....	115,405	24,110	51,005
The South by rail from east of Mississippi river...	498,275	508,100	871,280
The East by rail and by Illinois river.....	2,427,740	8,746,280	4,409,875
The North and Northwest by rail and river.....	8,189,905	8,240,125	7,188,685
Wagons from near the city.....	425,000	425,000	400,000
Total receipts, bushels.....	18,067,905	18,246,826	20,900,745

DIRECTION OF SHIPMENTS FOR THREE YEARS.

	1905.	1904.	1903.
Exported via Gulf and Atlantic ports.....	940,865	279,278	1,568,820
Exported via New Orleans by river.....			1,026,221
South by rail for consumption.....	12,526,811	14,486,828	15,926,802
East by rail for consumption.....	891,704	1,680,854	1,628,785
South by river for consumption.....	11,480	45,975	177,808
West by rail for consumption.....	151,626	284,890	295,958
To local points.....	16,791	124,550	26,860
Total shipments, bushels.....	14,547,717	16,770,868	20,680,651

OATS.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS

January	1,252,700	1,508,710	January	1,321,965
February	1,073,300	1,051,110	February	1,476,880
March	1,799,530	1,699,800	March	1,696,005
April	1,054,850	919,550	April	1,062,015
May	1,419,490	1,411,525	May	1,136,900
June	1,814,590	1,170,150	June	1,057,205
July	1,635,835	981,400	July	688,005
August	2,185,765	2,416,000	August	969,850
September	1,649,835	1,427,245	September	1,016,450
October	2,270,450	1,560,800	October	898,315
November	1,645,850	1,016,550	November	805,825
December	1,712,200	1,059,085	December	806,735
By Wagon	815,900	815,000		
Total bushels ...	19,279,805	17,109,205	Total bushels...	16,006,120
				12,880,310

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1903.	1904.	1905.
The West, by rail	8,848,420	2,947,710	4,206,850
The South, by rail from West of Mississippi River	90,845	99,880	
The South, by Mississippi River Boats	805	400	
The South, by rail from East of Mississippi River	14,905	1,268,980	1,210,950
The East, by rail and Illinois River	7,108,190	4,880,820	5,810,980
The North and Northwest, by rail and river	9,848,885	7,897,025	8,202,635
Wagons near the city	800,000	815,000	815,000
Total Receipts, bushels	30,409,980	17,109,205	19,279,805

DIRECTION OF SHIPMENTS.

TO	1903.	1904.	1905.
The West	578,840	488,645	420,725
The South, by rail	12,120,208	12,136,270	15,478,480
The South, by river	275,705	89,500	85,320
The East, by rail	98,250	140,800	190,790
Local points	26,645	24,765	5,855
Total Shipments, bushels	14,079,148	12,880,810	16,006,120

In 1897, 416,350 bushels were exported via Atlantic ports and 681,420 bushels via New Orleans.

In 1898, 4,524 bushels were exported via Atlantic seaports and 861,717 bushels via New Orleans.

In 1899, 42,949 bushels were exported via Atlantic ports and 110,889 bushels via New Orleans.

In 1900, 244,607 bushels were exported via Atlantic ports and 587,804 bushels via New Orleans.

In 1902, 809,588 bushels were exported via Atlantic ports and 23,400 bushels via New Orleans.

In 1903, 16,571 bushels were exported by rail via Atlantic and Gulf ports.

In 1904, 43,886 bushels were exported via Gulf ports.

In 1905, 259,806 bushels were exported via Gulf ports.

RYE.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1905.	1904.	Months.	1905.	1904.
January.....	65,700	115,200	January	62,810	156,075
February.....	55,800	126,000	February	94,879	172,785
March.....	48,018	55,800	March	49,022	91,598
April.....	48,680	11,700	April	68,851	26,410
May.....	16,045	27,869	May	6,958	35,790
June.....	5,788	18,099	June	10,110	18,722
July	18,284	11,790	July	4,700	10,858
August	38,125	82,679	August	11,927	6,109
September.....	29,108	41,967	September	12,749	37,683
October.	70,764	70,776	October	89,855	66,427
November.....	108,044	121,342	November	68,695	108,660
December	71,000	41,468	December	68,210	41,790
By Wagon.....	.....	.....	
Total bushels..	569,706	674,185	Total bushels..	492,266	767,297

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1905.	1904.	1903.
The West by rail	162,818	115,200	295,898
The South by rail from west of Mississippi river...	8,865	6,624	2,700
The South by Mississippi river boats.	279	585	488
The South by rail from east of Mississippi river....	11,800	8,600	12,600
The East by rail and Illinois river.....	42,207	24,034	121,868
The North by rail and river	344,237	524,192	895,848
Total receipts, bushels	569,706	674,185	1,827,592

230,588 bushels were exported in 1902 via Atlantic Seaboard, and 28,212 bushels via New Orleans.

36,121 bushels exported in 1903.

10,714 bushels exported in 1904.

None exported in 1905.

BARLEY.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1905.	1904.	Months.	1905.	1904.
January.....	215,000	469,000	January	81,887	60,925
February.....	280,000	878,000	February.....	80,559	40,460
March.....	887,500	515,000	March....	26,272	102,417
April.....	160,000	98,000	April.....	8,500	87,790
May.....	80,000	202,000	May.....	27,760	58,060
June.....	.....	42,000	June.....	680	25,500
July.....	2,661	28,000	July.....	.....	22,918
August.....	7,654	48,000	August.....	1,300	24,908
September.....	49,597	218,000	September.....	6,450	15,745
October.....	648,750	486,000	October.....	21,010	39,720
November.....	518,750	868,000	November.....	48,748	47,150
December.....	646,271	821,000	December.....	85,070	28,215
Total bushels..	2,921,188	8,168,000	Total bushels..	287,681	498,908

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1905.	1904.	1903.
The West by rail.....	281,847	107,000	150,119
The South by rail from west of Mississippi river..	.....	.....	5,000
The South by Mississippi river boats.....	886	.....	.....
The East by rail and Illinois river... ..	1,694,750	1,778,000	1,004,000
The North by rail and river.....	944,250	1,298,000	1,474,000
Total receipts, bushels.....	2,921,188	8,168,000	2,633,119

No Canada Barley received in 1896.
18,000 bushels Canada Barley received in 1897.
No Canada Barley received in 1898.
20,099 bushels Canada Barley received in 1899.
47,517 bushels Canada Barley received in 1900.
5,000 bushels Canada Barley received in 1901.
No Canada Barley received in 1902, 1903, 1904 or 1905.

RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.

EXPORTS OF DOMESTIC FLOUR AND GRAIN FROM THE UNITED STATES
FOR THE CALENDAR YEAR 1905.

As reported by the Bureau of Statistics, Department of Commerce and Labor,
Washington, D. C.

Customs Districts.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Wheat, bush.	Wheat Flour, bbls.
Baltimore...		15,415,804	22,105	5,128,818	17,869,284	102,557	1,804,456	1,226,088
Boston and Charlestown	887,888	10,714,804	10,808	1,119,285	1,252,780		119,677	491,418
Newport News...	224,297	8,538,750	14,549	8,928,593	2,772,180	34,881	152,000	605,758
New York....	5,804,708	27,288,324	277,154	6,489,616	8,000,408	271,010	8,886,201	2,550,988
Norfolk and Portsmouth		818,886			70,000			68,679
Philadelphia	8,280	7,647,980	84,809	5,856,868	15,818,656		540,449	1,254,227
Portland and Falmouth.	108,888	2,022,060	27		160,800		717,070	6,598
Galveston...	79,999	10,260,772		26,280			2,747,288	147,688
Mobile.....	878	1,748,268	1,912	420,806			115	886,824
New Orleans.	240,000	20,496,474	2,009	789,026	682,798		549,856	567,896
Puget Sound.	1,189,799	48,199	884	912,229	58,265	840	4,898,027	1,963,127
San Francisco...	2,858,182	250,288		81,891			278,656	516,011
Willamette..	597,806			810,025			3,966,811	1,058,848
Chicago.....	128,918	8,784,028		2,890,958			4,900	20,915
Duluth.....	688,682					8,100	840,691	16,470
Superior.....	1,084,268	781,853	201	1,092,858		86,000	887,282	847,019
Other Districts..	420,728	6,466,368	48,287	686,855	928,686	578	827,829	108,821
Total 1905..	12,789,219	111,265,381	470,885	28,822,001	47,089,867	470,267	20,788,666	11,344,482
Total 1904..	8,485,248	46,498,607	849,408	1,220,184	28,757,494	94,456	18,015,277	11,842,618
Total 1903..	9,799,564	91,782,760	888,463	1,494,857	38,517,429	2,766,805	78,872,756	19,556,811
Total 1902..	8,712,674	18,728,980	266,861	5,968,658	67,878,894	4,955,268	129,466,280	18,427,767

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR	AUGUST—BUSH.	JULY—BUSH.	TOTAL Two Months. BUSH.
1905.....	3,522,854	4,878,014	7,700,868
1904.....	4,623,383	2,194,724	6,818,107
1903.....	2,868,982	2,988,198	15,826,126
1902.....	6,243,347	5,944,122	2,287,469
1901.....	8,883,249	5,591,140	9,424,369
1900.....	4,730,084	4,180,881	8,860,965
1899.....	2,107,170	1,939,118	4,086,288
1898.....	1,594,952	1,110,280	2,705,182
1897.....	2,639,971	1,261,528	8,901,499
1896.....	8,093,790	2,265,192	5,859,983
1895.....	2,853,692	1,902,850	4,256,042
1894.....	2,331,038	3,348,308	5,679,341
1893.....	2,486,228	2,207,104	4,693,332
1892.....	6,610,977	3,376,424	9,887,401
1891.....	5,194,505	3,627,926	8,833,431
1890.....	2,169,492	2,476,800	4,645,892
1889.....	3,080,893	2,330,085	5,410,957
1888.....	4,021,193	2,111,395	6,132,587
1887.....	3,094,637	4,419,464	7,514,091
1886.....	2,723,037	4,476,270	7,199,307
1885.....	2,167,175	984,858	3,152,033
1884.....	3,463,532	1,976,134	5,439,666

RECEIPTS OF WHEAT BY CROP YEARS.

Bushels.				Bushels.			
Year ending June 30, 1892	26,988,228			Year ending June 30, 1899	14,822,491		
“ “ “ 1893	26,013,638			“ “ “ 1900	10,211,638		
“ “ “ 1894	12,663,604			“ “ “ 1901	23,211,245		
“ “ “ 1895	10,126,318			“ “ “ 1902	19,822,546		
“ “ “ 1896	12,896,755			“ “ “ 1903	32,869,571		
“ “ “ 1897	11,814,494			“ “ “ 1904	24,298,999		
“ “ “ 1898	12,719,825			“ “ “ 1905	30,958,396		

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Hard Wheat, No. 2 Corn, No. 2 Oats and No. 2 Rye, during 1905:

	No. 2 Red Wheat.	No. 2 Hard Wheat.	No. 2 Corn.	No. 2 Oats.	No. 2 Rye.
January	120 114	115 110	45 43½	83 81	82½ 80
February	119½ 116½	117½ 112	47 44	83 81½	82 81
March	117 111	114 105	49 46	84 80½	85 81½
April	112½ 98	107 89	49½ 46½	82 78½	82½ 79
May	113½ 98	109 89	58 48	82½ 79	78½ 74
June	107 92	106½ 100	56 50½	82½ 81	78 74
July	95½ 83½	106 88	58½ 51	84½ 77	75 64½
August	88 83½	90½ 79	54½ 51½	79½ 75½	65 57
September	90 82	86½ 78½	54½ 51½	79½ 75½	68 60
October	95 88	89 81½	58½ 50	81 78	71 66½
November	95 89	88½ 81½	51½ 41½	81½ 70½	72½ 66
December	96½ 90½	87½ 82	46½ 41½	83½ 81	69 65

EXTREME RANGE for the year:					
Highest.....	120	117½	58½	84½	92½
Lowest.....	82	78½	41½	75½	57

FIRST ARRIVALS OF NEW GRAIN, 1905.—Wheat, June 14th, 1 car from Oran, Scott Co., Mo.; June 19th, 883 sacks from Goose Island, Ill.; October 7th, 1 car Corn from Indian Territory.

CORN MEAL.

CORN MEAL, HOMINY, GRITS AND RYE FLOUR MANUFACTURED IN 1905.

MILLERS.	NAME OF MILL.	Capacity 24 Hours.	Corn Meal, bbls.	Hominy and Grits, bbls.	Rye Flour, bbls.
Engelke & Feiner.	Southern.....	2,000	59,288	42,599	.....
Total 1905.....	59,288	42,599	.....
Total 1904.....	86,320	48,712	800
Total 1903.....	185,008	62,800	1,910
Total 1902.....	225,714	78,062	6,075
Total 1901.....	161,288	56,570	2,750
Total 1900.....	177,280	41,690	2,800
Total 1899.....	272,648	77,400	2,400
Total 1898.....	297,809	96,416	3,450
Total 1897.....	468,171	107,790	19,800
Total 1896.....	250,655	109,689	.....
Total 1895.....	365,771	196,578	4,924
Total 1894.....	436,756	204,859	2,500
Total 1893.....	389,660	124,578	2,500
Total 1892.....	411,179	132,557	6,049
Total 1891.....	555,747	150,144	6,804

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1893.....	96,866	806,887	58,728
1894.....	125,035	896,063	78,684
1895.....	86,280	286,499	60,906
1896.....	78,495	216,706	54,590
1897.....	147,755	412,401	68,889
1898.....	188,570	381,829	88,474
1899.....	128,125	856,180	18,748
1900.....	250,285	825,879	195,855
1901.....	249,050	848,674	91,614
1902.....	202,225	220,486	72,817
1903.....	307,620	816,181	188,975
1904.....	285,085	221,890	204,510
1905.....	118,240	85,275	126,847

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1904 AND 1905.

	1905.	1904.		1905.	1904.
January.....	\$2.40	\$2.80 @ 2.40	July.....	\$2.60 @ 2.70	\$2.75
February.....	2.40 @ 2.50	2.40 2.50	August.....	2.60	2.75
March.....	2.50	2.50	September...	2.60	2.75
April.....	2.50	2.50 2.75	October.....	2.60	2.75
May.....	2.50 2.60	2.75	November.....	2.40 2.60	2.60 @ 2.75
June.....	2.60	2.75	December.....	2.25 2.40	2.40 2.60

OAT MEAL, MANUFACTURED.

Stobie Cereal Mills, 1891.....	20,102 bbls.
" " " 1892.....	20,000 "
" " " 1893.....	20,000 "
" " " 1894.....	20,000 "
" " " 1895.....	25,722 "
" " " 1896.....	25,000 "
" " " 1897.....	20,000 "
" " " 1898.....	25,000 "
" " " 1899.....	25,000 "
" " " 1900.....	25,000 "
" " " 1901.....	28,000 "
" " " 1902.....	35,000 "
" " " 1903.....	32,000 "
" " " 1904.....	30,000 "
" " " 1905.....	None

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR
TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1905	1,009,150	1,065	1905	1,122,145	1,096
1904	1,568,410	669	1904	1,874,070	1,812
1903	1,823,740	486	1903	1,981,598	600
1902	1,250,260	358	1902	1,206,460	821
1901	740,083	438	1901	841,665	1,552
1900	848,080	400	1900	1,073,887	808
1899	1,085,842	469	1899	986,685	1,209
1898	676,911	582	1898	579,680	899
1897	306,795	464	1897	651,309	662
1896	537,083	472	1896	1,000,575	446
1895	434,863	287	1895	707,787	249
1894	390,111	480	1894	763,483	892
1893	373,842	633	1893	743,098	1,011
1892	333,152	842	1892	746,646	763
1891	220,663	941	1891	666,521	908
1890	149,432	905	1890	891,539	726
1889	145,010	940	1889	814,474	829
1888	171,145	500	1888	622,650	558
1887	102,548	302	1887	767,856	298
1886	110,763	366	1886	880,395	325
1885	175,682	847	1885	800,881	908
1884	198,700	857	1884	711,571	1,009
1883	232,665	1,032	1883	686,498	1,361
1882	244,814	1,121	1882	560,115	1,394
1881	143,753	644	1881	602,108	1,226

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED
AND SHIPSTUFFS FOR 1905.

MONTHS.	BRAN, PER 100 LBS.		MIXED FEED, PER 100 LBS.		SHIPSTUFFS, PER 100 LBS.	
	Ots.		Ots.		Ots.	
January	84	91	87	89½	90	1.05
February	78	89	88	88	90	1.10
March	78	88	82	87½	90	1.10
April	67	80	78	80	87	1.00
May	67	78	69	80	87	1.00
June	71	78	75	80	90	1.00
July	70	73	73	78	90	95
August	66	74	68	77	90	95
September	63	70	65	78½	85	95
October	63½	69	67	70½	90	95
November	67	75	68	77	90	1.00
December	74	85	76	85	95	1.08

DAILY RANGE DURING JANUARY, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1906	WHEAT.				CORN.			OATS.		RYE.
	MAY.		JULY.	SEPT.	No. 2	MAY.	JULY.	No. 2	MAY.	
	No. 2 RED									
3.....	1 18	1 17 1/2 @ 1 19	96 1/2	.....	44	42 1/2	43 1/2	82 1/2 @ 83	ask	80
4.....	1 18	1 17 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	82 1/2	ask	80
5.....	1 19	1 17 1/2	96 1/2	.....	44	42 1/2	43 1/2	nom		80 1/2
6.....	1 19	1 17 1/2	96 1/2	.....	43 1/2	42 1/2	43 1/2	80 1/2		79 1/2 @ 80 n
7.....	1 19 1/2	1 18 1/2	96 1/2	.....	44	42 1/2	43 1/2	80 1/2	ask	80 1/2
9.....	1 19	1 18 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
10.....	1 19	1 18 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
11.....	1 18	1 17 1/2	96 1/2	.....	44	42 1/2	43 1/2	81 1/2		80 1/2
12.....	1 18	1 17 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
13.....	1 18	1 16 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
14.....	1 17	1 16 1/2	96 1/2	.....	44	42 1/2	43 1/2	81 1/2		80 1/2
16.....	1 17	1 16 1/2	96 1/2	.....	44	42 1/2	43 1/2	81 1/2		80 1/2
17.....	1 16 1/2	1 15 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
18.....	1 16 1/2	1 15 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
19.....	1 16	1 15 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
20.....	1 16	1 14 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
21.....	1 15 1/2	1 14 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
22.....	1 14	1 13 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
23.....	1 14	1 13 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
24.....	1 14	1 12 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
25.....	1 14	1 12 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
26.....	1 15 1/2	1 14 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
27.....	1 16	1 14 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
28.....	1 15 1/2	1 14 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
29.....	1 16	1 14 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
30.....	1 16	1 14 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2
31.....	1 18	1 15 1/2	96 1/2	.....	44 1/2	42 1/2	43 1/2	81 1/2		80 1/2

THE CITY OF ST. LOUIS.

DAILY RANGE DURING FEBRUARY, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

	1906	CORN.					RYE.	
		SEPT.		JUL.			No. 2.	
		No. 2.		MAY.	JUL.		No. 2.	
1.....	1 16	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
2.....	1 16	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
3.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
4.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
5.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
6.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
7.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
8.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
9.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
10.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
11.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
12.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
13.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
14.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
15.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
16.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
17.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
18.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
19.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
20.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
21.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
22.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
23.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
24.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
25.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
26.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
27.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask
28.....	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	1 16 1/2	ask	ask

TRADE AND COMMERCE OF

DAILY RANGE DURING MARCH, 1906, ON CASE NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING APRIL, 1905, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1905.	WHEAT.				CORN.			RYE.	
	MAY.		JULY.		No. 2.	JULY.		No. 2.	No. 2.
	No. 2 RED.								
1.....	1 11	1 04 1/2 @ 1 05	53	45 1/2	45 1/2	45 1/2	27 1/2	82 1/2	bid
2.....	1 10 1/2	1 04 1/2 1 05 1/2	52 1/2	45 1/2	45 1/2	45 1/2	27 1/2	82	bid
3.....	1 10	1 03 1/2 1 06 1/2	52 1/2	45 1/2	45 1/2	45 1/2	28	82	nom
4.....	1 09 1/2	1 03 1/2 1 07	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
5.....	1 09	1 03 1/2 1 04 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
6.....	1 08 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
7.....	1 08	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
8.....	1 07 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
9.....	1 07	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
10.....	1 06 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
11.....	1 06	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
12.....	1 05 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
13.....	1 05	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
14.....	1 04 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
15.....	1 04	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
16.....	1 03 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
17.....	1 03	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
18.....	1 02 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
19.....	1 02	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
20.....	1 01 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
21.....	1 01	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
22.....	1 00 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
23.....	1 00	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
24.....	99 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
25.....	99	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
26.....	98 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
27.....	98	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
28.....	97 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
29.....	97	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom
30.....	96 1/2	1 02 1/2 1 03 1/2	51 1/2	45 1/2	45 1/2	45 1/2	28 1/2	81 1/2	nom

DAILY RANGE DURING MAY, 1905, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1905.										CORN.										RYE.										THE CITY OF ST. LOUIS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
										MAY.										No. 2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
1.....	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00	1 00</

DAILY RANGE DURING JUNE, 1905, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1905.	WHEAT.				CORN.			OATS.		RYE.
	No. 2 Red.	JULY.	SEPT.	DEC.	No. 2.	JULY.	DEC.	No. 2.	JULY.	
1.	1 05	@ 1 07	80%	81%	51%	48%	44%	81%	28%	74
2.	1 04	1 06	81%	82%	51%	49%	45%	81%	bid	74
3.	1 04%	1 07	80%	81%	50%	49%	44%	82%	bid	74
4.	1 04	1 06%	78%	79%	51%	49%	44%	81%	bid	75
5.	1 04	1 05%	79%	80%	52%	49%	44%	81%	nom	75
6.	1 03	1 05	77%	79%	52%	49%	44%	81%	nom	75
7.	1 02	1 05	77%	78%	51%	49%	44%	81%	nom	75
8.	1 02	1 05	77%	78%	52%	49%	45%	81%	nom	75
9.	1 01%	1 04	77%	79%	52%	49%	45%	82%	nom	75
10.	1 02	1 05	79%	79%	53%	49%	45%	81%	nom	75
11.	1 02	1 05	78%	79%	53%	50%	45%	82%	bid	75
12.	1 02	1 05	79%	79%	53%	51%	45%	82%	nom	75
13.	1 03	1 04	79%	79%	53%	51%	45%	82%	nom	75
14.	1 02	1 05	79%	79%	53%	51%	45%	82%	nom	75
15.	1 02	1 05	79%	80%	53%	51%	45%	82%	nom	75
16.	1 03	1 05	81%	82%	53%	51%	46%	82%	nom	75
17.	1 03	1 05	81%	82%	53%	51%	46%	82%	nom	75
18.	1 03	1 05	81%	82%	53%	51%	46%	82%	nom	75
19.	1 03	1 05	81%	82%	53%	51%	46%	82%	nom	75
20.	1 05	1 05	81%	82%	54%	52%	46%	81%	nom	75
21.	1 03	1 05	81%	82%	54%	52%	46%	81%	ask	76
22.	1 05	1 05	81%	82%	54%	52%	46%	81%	ask	76
23.	1 05	1 05	81%	82%	54%	52%	46%	81%	ask	76
24.	1 05	1 05	81%	82%	54%	52%	46%	81%	ask	76
25.	1 05	1 05	81%	82%	54%	52%	46%	81%	ask	76
26.	1 05	1 05	81%	82%	54%	52%	46%	81%	ask	76
27.	1 05	1 05	81%	82%	54%	52%	46%	81%	ask	76
28.	1 04	1 04	81%	82%	54%	52%	46%	81%	ask	76
29.	1 02	1 04	81%	82%	54%	52%	46%	81%	ask	76
30.	1 02	1 04	81%	82%	54%	52%	46%	81%	ask	76

New No. 2 Red Winter wheat sold at \$1 02 (first car Missouri growth) to \$1 00 to \$2 04c.

TRADE AND COMMERCE OF

**DAILY RANGE DURING JULY, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

**DAILY RANGE DURING AUGUST, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

DAILY RANGES DURING SEPTEMBER, 1905, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1905	CORN.						OATS.			RYE.	
	MAY.						NO. 2.			MAY.	
	NO. 2.						SEPT.			NO. 2.	
1...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
2...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
3...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
4...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
5...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
6...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
7...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
8...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
9...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
10...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
11...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
12...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
13...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
14...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
15...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
16...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
17...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
18...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
19...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
20...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
21...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
22...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
23...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
24...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
25...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
26...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
27...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
28...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
29...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
30...	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2

December Oats ranged from 26 1/2c asked to 26c to 27 1/2c bid to 27 1/2c.

DAILY RANGE DURING OCTOBER, 1905, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1905	WHEAT.			CORN.			OATS.			R.YE.
	No. 2 Red.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	DEC.	MAY.	
2.....	88	81 1/2	84 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27	nom	68 nom
3.....	88	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28	27 1/2	nom	67 70
4.....	88	81 1/2	84 1/2	50	41 1/2	41	28	27 1/2	nom	68 70
5.....	88 1/2	82	85	50 1/2	41 1/2	41 1/2	28	27 1/2	nom	68 1/2 ask
6.....	88 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
7.....	89	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
8.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
9.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
10.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
11.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
12.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
13.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
14.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
15.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
16.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
17.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
18.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
19.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
20.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
21.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
22.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
23.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
24.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
25.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
26.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
27.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
28.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
29.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
30.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask
31.....	89 1/2	82 1/2	85 1/2	50 1/2	41 1/2	41 1/2	28 1/2	27 1/2	nom	68 1/2 ask

TRADE AND COMMERCE OF

DAILY RANGE DURING NOVEMBER, 1905, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1905.	WHEAT.				CORN.			OATS.			RYE.	
	No. 2 RED.	DEC.	MAY.	JULY.	No. 2.*	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	
1.....	93	84 1/2 @	88 1/2 @	82 1/2 @	50	44 1/2 @	48 1/2 @	81	80 1/2	81 1/2	71	72 1/2 @
2.....	93	85 1/2	89 1/2	83 1/2	51	45 1/2	49 1/2	80 1/2	81 1/2	81 1/2	71	72 1/2 n
3.....	93	85 1/2	89 1/2	83 1/2	50	45 1/2	49 1/2	81	80 1/2	81 1/2	71	nom
4.....	94	85 1/2	89 1/2	83 1/2	51	45 1/2	49 1/2	81	80 1/2	81 1/2	71	70 1/2
5.....	94	84 1/2	88 1/2	82 1/2	49 1/2	44 1/2	48 1/2	81	80 1/2	81 1/2	70 1/2	72 1/2
6.....	94	84 1/2	88 1/2	82 1/2	50	44 1/2	48 1/2	81 1/2	80 1/2	81 1/2	71	72 1/2
7.....	94	84 1/2	88 1/2	82 1/2	50 1/2	44 1/2	48 1/2	81 1/2	80 1/2	81 1/2	70	72 1/2
8.....	94	85 1/2	89 1/2	83 1/2	48	44 1/2	48 1/2	81 1/2	80 1/2	81 1/2	71	nom
9.....	95	85 1/2	89 1/2	83 1/2	51 1/2	44 1/2	48 1/2	81 1/2	80 1/2	81 1/2	70	70 1/2
10.....	93	84 1/2	88 1/2	82 1/2 @	46	43 1/2	47 1/2	81 1/2	80 1/2	81 1/2	70	71 1/2
11.....	93	83 1/2	87 1/2	81 1/2	47	42 1/2	46 1/2	81 1/2	80 1/2	81 1/2	69	70 1/2
12.....	92	83 1/2	87 1/2	81 1/2	45	42 1/2	46 1/2	80 1/2	80 1/2	81 1/2	69	70 1/2
13.....	91	83 1/2	87 1/2	81 1/2	44	42 1/2	46 1/2	80 1/2	80 1/2	81 1/2	68 1/2	70 1/2
14.....	90 1/2	83 1/2	87 1/2	81 1/2	43 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
15.....	90 1/2	83 1/2	87 1/2	81 1/2	43 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
16.....	90 1/2	83 1/2	87 1/2	81 1/2	44	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
17.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
18.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
19.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
20.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
21.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
22.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
23.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
24.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
25.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
26.....	90 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
27.....	91	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
28.....	92	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2
29.....	92 1/2	83 1/2	87 1/2	81 1/2	44 1/2	42 1/2	46 1/2	81	80 1/2	81 1/2	68 1/2	70 1/2

*Outside price on No. 2 Corn for Old stock.

DAILY RANGE DURING DECEMBER, 1905, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1905	WHEAT.				CORN.				OATS.				RYE.	
	No. 2 RED.		DEC.		JULY.		No. 2		DEC.		MAY.		No. 2.	
1.....	91	88 1/2	83 1/2	84 1/2	87 1/2	82 1/2	42 1/2	46 1/2	40 1/2	41 1/2	42 1/2	31	80	88
2.....	92	88 1/2	83 1/2	84 1/2	87 1/2	82 1/2	42 1/2	43 1/2	41 1/2	41 1/2	42 1/2	31	80	88
3.....	93 1/2	88 1/2	82 1/2	82 1/2	87 1/2	82 1/2	43 1/2	43 1/2	41 1/2	nom	43 1/2	81 1/2	80 1/2	87
4.....	91	84	82 1/2	83 1/2	87 1/2	82 1/2	43 1/2	43 1/2	41 1/2	43 1/2	43 1/2	81 1/2	80 1/2	86 1/2
5.....	94	86 1/2	83 1/2	84 1/2	88 1/2	83 1/2	43 1/2	44 1/2	41 1/2	42 1/2	43 1/2	82 1/2	81 1/2	89
6.....	96	88 1/2	83 1/2	84 1/2	88 1/2	83 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	89
7.....	96	88 1/2	83 1/2	84 1/2	88 1/2	83 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	89
8.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
9.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
10.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
11.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
12.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
13.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
14.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
15.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
16.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
17.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
18.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
19.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
20.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
21.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
22.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
23.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
24.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
25.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
26.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
27.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
28.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
29.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87
30.....	94 1/2	85 1/2	83 1/2	84 1/2	87 1/2	82 1/2	44 1/2	44 1/2	42 1/2	42 1/2	43 1/2	82 1/2	81 1/2	87

MONTHLY RANGE OF PRICES OF OPTIONS NAMED ON WHEAT,
CORN AND OATS FOR EACH MONTH
DURING THE YEAR 1905.

MONTH.	CEREAL.	MAY, 1905.		JULY, 1905.		SEPTEMBER, 1905.		DECEMBER, 1905.	
January	Wheat.....	1 12½	21 20½	94½	96½	90½	98½	....	....
	Corn.....	42½	48½	48	44	....	....	....	....
	Oats	80½	81½	....	....	....	....	....	....
February.....	Wheat.....	1 11½	1 17½	94½	98½	91½	94½	....	....
	Corn.....	48½	46½	48½	47½	....	....	....	....
	Oats	80½	81½	....	....	....	....	....	....
March.....	Wheat.....	1 08½	1 18	82½	94½	81½	91½	....	....
	Corn.....	44½	47½	44½	46½	....	....	....	....
	Oats	27½	82	...	....	....	....	....	....
April.....	Wheat.....	85	1 07	78½	84½	77½	82½	....	....
	Corn.....	44½	46½	44½	46½	....	....	....	....
	Oats	27½	28½	27	28½	....	....	....	....
May.....	Wheat.....	88	1 01	78½	85½	77½	¾	....	....
	Corn.....	45½	52½	44½	48½	....	....	....	....
	Oats	27½	81	27½	28½	...	....	....	....
June.....	Wheat.....	....	....	77½	86	77½	86½	81½	87½
	Corn.....	....	....	48½	54½	....	....	44½	47
	Oats .....	....	....	28½	81½	28	80½	....	....
July.....	Wheat....	....	....	80	88	79½	87½	79½	88
	Corn. ....	....	....	52	57½	49	54½	42½	47
	Oats .....	....	....	28	88	28½	80½	....	....
August.....	Wheat.....	81½	85½	....	....	78½	82½	78½	84½
	Corn.....	40½	48½	...	....	49½	52½	40½	48½
	Oats .....	....	....	....	....	24½	26½	25½	27½
September....	Wheat.....	82½	96½	...	....	75½	88½	78½	98½
	Corn.....	41	42½	....	....	49½	52	40½	42½
	Oats	27½	29½	....	....	24½	27½	25½	27½
October..	Wheat.....	84½	91	....	....	....	....	81½	87
	Corn.....	41	44½	....	....	....	....	41	44½
	Oats	29	82½	....	....	....	....	27	80½
November....	Wheat.....	85½	89½	80½	88½	....	....	81½	86½
	Corn.....	41½	44½	....	....	....	....	40½	44½
	Oats.	81	81½	....	....	....	....	80	80½
December	Wheat.....	85½	89½	80½	88½	....	....	81½	84½
	Corn.....	42	48½	....	....	....	....	40	42½
	Oats	81½	82½	....	....	....	....	80	81½

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS, EAST ST. LOUIS AND VENICE DURING THE YEAR 1905.

1905.	WINTER WHEAT.										SPRING WHEAT.										MIXED.		COLORADO.					Weevily Wheat.	Screenings.	Durum and Macaroni.	Total Cars.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	Red.					Hard Winter.					White Winter.					Rejected.					White Spring.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	No Grade.		No Grade.			No Grade.		No Grade.			No Grade.		No Grade.			No Grade.		No Grade.			No Grade.		No Grade.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	2	3	4	2	3	4	2	3	4	2	3	4	2	3	4	2	3	4	2	3	4	2	3	4	2	3	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
CARS BY RAIL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															</

SACK WHEAT INSPECTED.

Sacks.		Sacks.	
No. 2 Red Winter.....	91,604	No. 2 Hard Winter.....	858
No. 3 ".....	177,179	No. 3 ".....	50
No. 4 ".....	95,542	No. 3 White.....	1,046
Rejected.....	28,751	No. 3 Mixed.....	808
No Grade.....	11,152	Total Sacks.....	408,970
Inspections--West Side.....		Cars.	Sacks.
East Side		15,435	208,808
		6,477	108,167
		<u>21,912</u>	<u>406,970</u>

GRAIN INSPECTION.
REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1905.

SACKS CORN, OATS AND RYE INSPECTED.									
					Sacks.				
No. 2 White Corn	.....	1,885	No. 2 Rye	.....	No. 2 Rye	.....	1,885		
No. 2 "	.....	1,885	No. 3 Rye	.....	No. 3 Rye	.....	400		
No. 4 "	.....	205	No. 4 Rye	.....	No. 4 Rye	.....	417		
No. 2 St. Charles White Corn	.....	2,200	No. Grade Rye	.....	No. Grade Rye	.....	79		
No. 3 Oats	.....	1,125							
No. 4 White Oats	.....	100							
			Total Sacks	.....	Total Sacks	.....	10,887		
					Corn, Sacks.	Oats, Oars.	Rye, Oars.	Barley, Oars.	
Inspections—West Side					6,210	5,673	214	149	
" East Side					....	5,185	224	45	

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST CLOSE OF EACH

Saturday Evening.	No. 1 Red Winter.	No. 2 Red Winter.	No. 3 Red Winter.	No. 4 Red. Winter.	Rejected Red	No. 2 White Winter.	No. 3 White Winter.	No. 4 White Winter.	Rejected White.	No Grade Winter.
Jan. 7.....	56	48	21	56	88	84,536	5,474	23,015	988	1,084
14.....	76	47	97	54	43	83,435	5,474	23,015	988	744
21.....	46	46	40	51	86	83,435	5,474	21,125	988	614
28.....	70	45	78	47	85	83,435	5,474	21,125	988	614
Feb. 4.....	55	42	89	46	34	79,818	5,484	21,079	283	614
11.....	55	42	70	46	88	81,525	5,474	21,085	284	614
18.....	85	42	30	45	55	43,105	5,474	14,735		
25.....	112	42	00	44	50	78,989	5,430	12,305		
Mar. 4.....	77	45	71	34	28		5,340	12,305		
11.....	58	41	55	34	28	58,007	4,155	14,739		614
18.....	64	44	23	32	32	48,009	902	11,282		1,564
25.....	70	44	80	35	25	20,885	902	11,707		614
April 1.....	87	41	60	38	58	20,885	902	10,285		614
8.....	54	38	62	15	80	228,877	902	12,563	988	614
15.....	105	31	60	15	80	21,890	902	10,890		
22.....	89	24	75	12	00	28,680	902	10,280		614
29.....	80	15	00	12	00	22,160	902	10,885		
May 6.....	85	12	85	10	35	28,970	2,111	10,885		
13.....	120	11	20	7	70	22,680	2,470	7,580		
20.....	86	12	82	6	80		2,352	997		614
27.....	67	12	87	7	37	180	2,352	997	985	614
June 3.....	119	5	83	7	02	119	2,128	4,484	885	
10.....	86	6	78	7	78	88				
17.....	88	1	92	8	88	88				
24.....	89	1	85	7	50	82				
July 1.....	54	4	97	8	12	112				
8.....	86	4	80	8	70	57				
15.....	52	4	47	8	97	82				23
22.....	45	15	87	11	81	10				20,586
29.....	88	10	43	11	24	42				22,112
Aug. 5.....	42	27	67	14	41	45		283		25,513
12.....	116	25	88	18	21	105		479	283	15,997
19.....	29	25	50	11	01	88		479	283	46,128
26.....	55	41	74	28	11	83		90	201	22,301
Sept. 2.....	88	35	74	28	38	189		90	201	67,197
9.....	87	42	84	28	78	21,711		90	201	43,759
16.....	24	42	05	28	18	21,969		90	201	58,287
23.....	24	34	43	28	78	21,182		90	201	46,122
30.....	97	32	88	28	20	18,191		90	201	49,758
Oct. 7.....	59	81	70	26	68	22,507		90	201	22,975
14.....	78	81	54	21	45	34,287		90	201	41,485
21.....	29	81	81	22	71	24,608		90	201	40,016
28.....	88	24	83	22	70	24,328		90	201	47,654
Nov. 4.....	26	20	15	28	82	25,806		90	201	45,887
11.....	89	20	14	22	43	26,477		1,187	250	43,625
18.....	91	21	17	28	08	17,569		1,188	280	42,628
25.....	26	22	14	28	81	15,792		1,188	249	40,876
Dec. 2.....	85	22	90	19	83	15,792	1,489	568	1,168	44,082
9.....	88	20	24	19	33	15,792		90	1,188	42,717
16.....	95	15	25	20	04	15,792		90	1,188	38,108
23.....	547,412	15	60	21	10	8,440		90	1,188	22,942
30.....	521,168	20	85	17	06	8,440		90	1,188	20,122

**ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
WEEK, DURING 1905.**

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1905.**

Saturday Evening.	No. 3 Mixed.	No. 4 Mixed.	2 Colorado White.	3 Colorado White.	4 Colorado White.	2 Colorado Red.	3 Colorado Red.	4 Colorado Red.	Screenings.	Wheat and Rye, mixed.	Total Wheat Bushels
January 7..	6	79		96		14,085	151,353	3,714	2,015	828	3,167,285
14..	6	79		96	3,460		151,409	15,506	328	828	3,113,393
21..	6	89		57	3,460		186,814	11,893	328	828	3,084,325
28..	6	89		52			172,073	18,517	2,013	828	3,037,636
February 4..	6	89		27	12,040		62,840	2,059	1,175	828	2,953,477
11..	6	89		30	4,510	2,742	32,214	10,459	325	828	2,919,585
18..	6	89		25	12,860		16,034	2,459		828	2,837,124
25..	6	89		35	4,515		15,248	10,709		828	2,743,999
March 4..	6	12		35	8,250		15,248			828	2,639,317
11..	6	12		50	8,250		16,765			828	2,574,823
18..	6	00		55			20,478			828	2,481,368
25..	6	10		30			14,088	8,250		828	2,426,166
April 1..	6	10		30			10,654	7,820		828	2,322,424
8..	6	10		30			10,654			828	2,175,417
15..	6	10		30			5,654			828	2,166,176
22..	6	10		30			886			828	2,094,486
29..	6	10		50			886			828	2,031,486
May 6..	6	10		30						828	1,978,486
13..	6	10		30						828	1,925,486
20..	6	09		30						828	1,872,486
27..	2	09		25					3,555	828	1,819,486
June 3..	1,063	10,315		25					3,553		1,766,486
10..	1,063			10					1,055		1,713,486
17..	89			14					4,965		1,660,486
24..	42			14					8,883		1,607,486
July 1..	42			30					6,417		1,554,486
8..				20					5,538		1,501,486
15..				30					4,128		1,448,486
22..									4,063		1,395,486
29..									3,754		1,342,486
August 5..									4,264	148	1,289,486
12..									4,741	148	1,236,486
19..									3,907	148	1,183,486
26..									3,806	148	1,130,486
September 2..									3,806	148	1,077,486
9..			⊕	*	○	□	×	⊗	3,903	148	1,024,486
16..									3,525	148	971,486
23..									2,491		918,486
30..									2,447		865,486
October 7..									2,447		812,486
14..	709	1,644							2,444		759,486
21..	705				2,886	1,887		2,286	2,444		706,486
28..	705				1,907	4,900	1,055	1,755			653,486
November 4..	705		3,007			2,943	963		2,777		600,486
11..	1,807		7,896			3,643	1,479		2,073		547,486
18..	1,807				2,095	3,768	2,423	1,108	2,077		494,486
25..	2,852				448	1,326			2,144		441,486
December 2..	2,852	1,803				1,826	1,168		3,024		388,486
9..	2,853	1,305				4,884	3,609		3,804		335,486
16..	3,595	1,803	1,845			8,983	12,211		3,111		282,486
23..		1,805	1,845			3,979	14,979		3,111		229,486
30..	738	1,805	3,527	11,059		8,979	33,176		3,111		176,486

⊕ No. 1 Durum.

* No. 4 Durum.

□ No. 2 Durum.

× No. 3 Durum.

⊗ No. 2 Macaroni.

○ No. 3 Macaroni.

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADE, TO THE CLOSE OF
EACH WEEK DURING 1905.**

STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC
AT CLOSE OF EACH

OATS.

3

1

1

1

1

1

1

1

1

1

1

1

**ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE
WEEK DURING 1905.**

		RYE.				BARLEY.		
Saturday Evening.		No. 2	No. 4	No. 4	No. Grade.	Rye and Wheat.	Total Rye. Bushels.	Total Barley. Bushels.
January	7.....	4,883	2,719	588	469		96	25,819
	14.....	4,883	2,719	588	469		96	24,993
	21.....	4,078	2,629	589	468		94	24,993
	28.....	4,012	2,349	569	468		97	20,763
February	4.....	4,175	709	569	808		89	20,069
	11.....	4,098	989	569			85	18,776
	18.....	3,472	1,179	569			17	15,941
	25.....	1,196	1,082	569			84	14,799
March	4.....	925	1,250	569			42	13,891
	11.....	925	1,295	569			88	13,828
	18.....	925	850	569			41	13,828
	25.....	925	850	569			41	12,849
April	1.....	925	850	429			00	12,129
	8.....	925	800	429			00	17,768
	15.....	925	800	429			00	17,867
	22.....	925	800	429			36	17,867
	29.....	925	990	429			2,336	17,867
May	6.....	925	1,880	429			3,229	15,994
	13.....	925	1,880	429			3,329	9,529
	20.....	2,076	1,743	429	296		4,540	29,934
	27.....	2,125	1,743	425	297		4,590	31,944
June	3.....	2,500	850	425	296		1,071	20,904
	10.....	2,500	850	425	296		4,071	17,947
	17.....	2,500	850	143	296		3,789	11,788
	24.....	925	850	143	296		2,212	9,008
July	1.....	437	192				619	7,817
	8.....	437	236				673	7,817
	15.....	2,735	538				3,268	8,348
	22.....	2,660	538		198		3,891	8,276
	29.....	3,014	1,395		198		4,596	8,276
August	5.....	3,748	1,504				5,247	8,276
	12.....	13,218	1,540		1,088		16,806	2,158
	19.....	16,931	2,341	1,118	1,120		21,506	8,471
	26.....	19,714	2,340	1,118	1,088		24,250	5,644
September	2.....	17,797	2,549	522			20,868	6,602
	9.....	17,167	1,941	522			19,629	6,602
	16.....	18,744	4,151	522			21,417	7,197
	23.....	18,744	6,208	522			23,474	6,682
	30.....	18,341	8,090	1,585			27,996	5,329
October	7.....	16,341	8,986	2,478			27,805	4,890
	14.....	16,341	11,587	2,478			30,386	4,890
	21.....	27,454	16,685	4,764			48,873	4,890
	28.....	20,898	19,778	5,809	775		47,260	14,872
November	4.....	19,657	26,489	5,723	775		48,534	21,075
	11.....	24,584	26,522	4,752	775	921	56,553	22,217
	18.....	24,589	31,649	5,294	275	1,768	63,579	20,180
	25.....	26,906	28,197	5,294	275	1,767	72,848	9,841
December	2.....	30,818	45,489	6,272		1,767	93,843	19,983
	9.....	33,876	52,452	6,920			93,259	29,741
	16.....	32,864	48,046	8,955		788	87,652	35,215
	23.....	51,275	27,771	4,772	2,722	788	87,328	35,614
	30.....	51,859	28,278	4,061		788	84,986	41,192

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1905.

1905.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
January 7.....		156,766	1,004,761	8,008	25,819
14.....		170,777	972,746	8,606	24,922
21.....		172,889	960,568	7,764	24,922
28.....		148,482	951,868	7,897	20,782
February 4.....		156,495	966,021	8,749	20,089
11.....		160,620	919,464	8,646	18,778
18.....		181,622	868,968	6,217	18,941
25.....		121,850	897,810	2,824	18,709
March 4.....		128,686	872,188	2,742	18,981
11.....		94,710	906,508	2,788	18,828
18.....		65,429	842,684	2,841	18,828
25.....		77,001	748,674	2,841	18,849
April 1.....		138,724	726,049	2,200	12,129
8.....		152,489	683,668	2,200	17,762
15.....		126,722	628,786	2,200	17,667
22.....		64,548	575,689	2,886	17,667
29.....		29,878	544,696	2,886	17,667
May 6.....		15,016	468,862	8,229	15,994
13.....		6,069	299,159	8,229	9,628
20.....		1,094	824,157	4,540	29,986
27.....		42,857	812,009	4,500	21,944
June 3.....		81,668	812,697	4,071	20,904
10.....		40,888	828,662	4,071	17,947
17.....		28,689	299,972	8,788	11,758
24.....		24,969	800,928	2,218	9,089
July 1.....		15,688	808,457	619	7,617
8.....		17,279	280,400	678	7,617
15.....		7,666	268,668	8,268	8,945
22.....		8,750	245,224	8,891	8,276
29.....		17,408	289,920	4,686	8,276
August 5.....		81,682	357,259	5,247	8,276
12.....		85,688	409,994	15,838	2,185
19.....		22,629	469,210	21,605	8,471
26.....		19,916	465,189	24,250	5,664
September 2.....		15,926	481,620	20,968	6,602
9.....		4,094	506,874	19,629	6,602
16.....		6,652	587,197	21,417	7,197
23.....		544	629,918	28,474	5,662
30.....		41,268	659,178	27,996	5,829
October 7.....		81,421	668,458	27,806	4,890
14.....		84,718	658,681	80,896	4,890
21.....		9,960	722,057	48,578	4,890
28.....		12,222	758,764	47,260	14,872
November 4.....		12,254	768,098	48,634	21,076
11.....		12,867	799,609	56,658	22,217
18.....		28,619	828,251	68,570	26,180
25.....		51,193	806,187	72,849	9,941
December 2.....		168,086	846,828	88,842	19,989
9.....		201,815	842,965	96,259	29,741
16.....		174,850	806,687	67,658	26,215
23.....		286,798	821,771	87,828	26,514
30.....		805,614	896,896	84,986	41,156

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, EACH MONTH DURING 1905.

	Bushels.		Bushels.		Bushels.
Jan. 1.....	588,000	May 1.....	521,000	Sept. 1.....	399,000
Feb. 1.....	692,800	June 1.....	198,000	Oct. 1.....	389,000
March 1.....	518,000	July 1.....	97,800	Nov. 1.....	258,000
April 1.....	579,000	August 1.....	296,000	Dec. 1.....	249,000

VISIBLE SUPPLY OF GRAIN FOR 1906

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND CANADA AND IN TRANSIT DURING 1906, AS REPORTED
BY THE CHICAGO BOARD OF TRADE.

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1905.

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1902.	1903.	1904.	1905.
Flour.....	Barrels.	19,197,889	20,455,497	14,502,204	14,620,287
Wheat.....	Bushels.	119,112,034	78,006,916	38,946,724	46,421,508
Corn.....	"	25,943,684	96,882,645	56,083,498	107,749,799
Oats.....	"	53,861,983	55,401,819	47,926,537	69,697,128
Rye.....	"	5,972,594	8,692,831	1,119,753	1,295,051
Barley.....	"	4,073,269	4,868,616	8,716,161	14,017,253

MISSOURI CROP REVIEW, 1905.

By Gmo. B. ELLIS, Secretary of Board of Agriculture, Columbia, Mo.

Taken as a whole, the year 1905 was a very satisfactory year for the farmers of Missouri. The season started out admirably, but later, excessive rains and destructive wind storms caused heavy damage to the crops and considerably reduced the flattering prospects of the earlier part of the season. Farm prices have been generally remunerative, and most of the farmers have been able to add a little during the year to their surplus bank account.

CORN.

Weather conditions during April, May and June were almost ideal for corn except in a few of the north central counties, and a reasonably good stand of corn was secured. The poor stand in most instances was caused by poor seed, and this emphasizes the great importance of planting seed of good germinating quality and strong vitality. It will be remembered that the season of 1904 was not good for maturing and drying out the seed corn. The general average condition for the State up to the middle of July promised a yield of about equal to the banner crop year of 1902, but excessive rains and wind storms during July and August reduced the prospects and damaged the crop to such an extent that the yield this year is the third largest in the history of the State, being exceeded by the crops of 1895 and 1902.

While a great deal of the corn is of good quality, a considerable portion of the crop was badly damaged by being blown down and the wet weather causing it to rot. There was also considerable damage to corn that was put in the shock.

The acreage for 1905 is estimated at 7,076,050, compared with an acreage of 6,646,790 for 1904, or an increased acreage for 1905 over 1904 of nearly 6 per cent.

I wish to call attention right here to the very wide difference in the estimated acreage between that of this department and the United States Department of Agriculture. The estimate of the United States Department of Agriculture for Missouri corn crop for 1905 is only 6,014,639. Now the census report upon which both departments claim to base their

estimates gives the Missouri corn acreage for the year 1899, the census year, 7,423,683 acres, which is approximately 5 percent above the present estimate of this department, but which is more than 23 per cent. above the present estimate of the United States Department. Two years of the five since 1899, namely 1902 and 1905, there was increased acreages over the previous years, and I leave it to those who have studied this matter which of the two estimates is most reasonable and conservative. Corn being the principal crop in Missouri, maintains a comparatively level acreage and it takes unusual conditions to cause a very great increase or decrease in the acreage from one year to another.

By a comparison of the estimates on yield of this department with the United States department it will be noticed that we are practically the same, our estimate being 33.6 while that of the United States department is 33.8.

While discussing this matter I would like to call attention to the corn yield in Missouri compared with the four other leading corn states. Taking the estimates made by the United States Department of Agriculture as a basis we find that during the last four years the average yield for Missouri has been 32.8 bushels, while during the same four years Iowa has produced only 31.8 bushels, Nebraska only 30.9 and Kansas only 26 bushels. Illinois being the only one of the five great corn states producing a greater average yield for the four years mentioned than Missouri. This statement shows that Missouri soil is productive and that Missouri farmers are industrious.

WHEAT.

The acreage sown to wheat in the fall of 1904 for the harvest of 1905 was 2,383,280. Approximately, 2 per cent. of this acreage was plowed up and not harvested, leaving the estimated acreage harvested in 1905, 2,339,410. The yield for the entire State was about an average and the quality generally good. However, in a number of the extreme southwestern counties the yield was very poor and the quality poor. The cause of the poor yield was on account of heavy rains during the blooming season which prevented perfect pollination.

The estimated acreage sown to wheat in the fall of 1905 for the harvest of 1906 is about 6 per cent. below the acreage sown the previous year. The greatest decrease is in the Southwest section, and is no doubt owing to two principal causes. First, owing to the very unsatisfactory yield in several of the large wheat counties of that section last year; and second, because of the wet weather preventing the preparation of the soil for sowing. The condition of the new crop on the first of December was 90, which is above the normal condition for that time of year, and which is 17 points above the condition of the crop at the same time in 1904.

For a detailed statement of crops, acreages, yields and values we refer to the following tables:

CORN.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres in cultivation..	1,842,815	2,145,145	1,150,940	1,566,420	870,780	7,076,050
Acreage compared with previous year, percent	108	108	107	106	101	106
Average yield per acre bushels.....	34.6	36.6	36	29	31.9	33.6
Total yield in bushels.	46,462,115	79,561,185	43,537,890	47,544,160	28,046,295	245,152,245
Average quality of grain, percent.....	85	82	83	84	83	83
*Total value of crop...	\$17,196,410	\$27,480,736	\$15,908,322	\$15,998,624	\$10,526,263	\$86,961,356

*NOTE—Includes value of grain only. Does not include forage.

WHEAT.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres sown for crop 1905.....	303,460	251,295	478,875	657,545	692,105	2,383,285
Acres harvested 1905..	302,865	250,810	475,575	637,115	673,045	2,339,410
Average yield per acre bushels.....	16.7	18.7	15.3	10.2	10.1	13
Total yield, bushels...	5,056,025	4,680,980	7,284,970	6,482,960	6,831,045	30,335,960
*Value of crop	\$4,094,687	\$3,686,391	\$5,758,898	\$5,015,279	\$5,435,755	\$23,990,965
Average quality of grain at threshing time.....	94	95	92	81	78	88
New crop sown for har- vest 1906, acres.....	297,290	245,265	451,355	580,895	668,975	2,239,410
Acreage sown com- pared with previous year, percent.....	98	96	94	88	96	94
Condition of growing crop Dec. 1, 1905, %...	95	94	87	88	88	90

*Value is based on farm prices.

OATS.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres harvested 1905..	186,685	154,615	117,400	198,540	71,850	729,090
Average yield per acre bushels	27.6	30.7	27	26	25	27.6
Total value.....	\$1,368,860	\$1,347,197	\$957,130	\$1,456,809	\$815,351	\$5,744,849
Average quality of grain at threshing time	94	95	92	85	85	90

HAY AND FORAGE. (Including Wild Hay.)

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
*Acres harvested.....	997,898	879,908	561,989	696,919	829,408	3,456,057
Average yield per acre tons .....	.85	1.2	.95	1	1	1
Total yield, tons.....	859,019	1,114,606	583,892	708,198	848,796	3,563,446
Total value.....	\$5,728,128	\$6,311,000	\$4,582,821	\$4,497,151	\$8,465,016	\$24,528,611

*NOTE.—Acreage includes both tame and wild hay. Previous estimates have included the tame hay only.

MISCELLANEOUS CROPS.

The following table gives the acreage, yield and value of farm crops not given in the previous tables. Crop of 1905.

CROP.	ACREAGE	TOTAL YIELD.	TOTAL VALUE
Flax.....	20,280	145,687 bu.	\$ 182,616
Rye.....	18,955	272,255 "	162,786
Buckwheat.....	2,201	80,977 "	22,282
Barley.....	2,080	45,488 "	24,580
Broom Corn.....	5,268	2,102,578 lbs.	71,578
Cotton.....	65,927	18,902,710 "	2,048,249
Tobacco.....	8,486	2,974,960 "	318,278
Sorghum Syrup.....	82,000	2,981,200 gal.	1,099,200
Sorghum Seed.....	.....	768,000 bu.	499,200
Clover Seed.....	86,000	64,800 "	395,280
Timothy and other Grasses.....	55,000	212,280 "	842,176
Kaffir Corn, Millet Seed, Cow Peas, Cas- tor Beans, etc.....	.....	.....	1,150,000
Miscellaneous Vegetables.....	.....	.....	6,500,000
			\$12,761,111

The total value of all farm crops produced in the State for the year 1905 is \$157,501,572. This total does not include the value of pastures nor any of the fruit crops. The value is based on current local farm prices.

THE FRUIT CROP.

By L. A. GOODMAN, Secretary Missouri State Horticultural Society,
Kansas City, Mo.

The fruit crop of Missouri for the year 1905 has been rather disappointing, not because of the climate, location or extent of fruit interests. We have, as usual, kept up our increase of orchards above all other states, and the value of our orchard lands and small fruit plantations has been on the increase as before. The extreme cold of February 13th, 1905, destroyed the peach buds all over our large peach district of the Ozarks. The cold rains of April 12th, 15th and 20th, 1905, and the severe frosts in connection, prevented the pollination of the apple blossoms over a large extent of our apple district and a very great shortage of the apple crop was the result.

The strawberry crop was never larger and during the season over 1,000 carloads of berries were disposed of in our local and other markets. The value of this crop surpassed that of the previous year and the markets took all that could be supplied. This industry is a growing one, and each year becomes more extended and valuable. Missouri is becoming noted as the great strawberry district.

Raspberries, blackberries and grapes give another large addition to our fruit-growing industry. All our river hills are the very best kind of soil for this kind of work and are capable of being developed into an hundred times the present productiveness or capacity.

Pears and peaches were both small crops and brought the best of prices as a result of their scarcity.

Plums and cherries were both fine crops and brought very fine prices. Thousands of acres of the Missouri River hills are especially cherry orchard lands and no one can make a better investment than to plant one there.

The apple crop, although a small one, has been a very profitable one whenever the crop was at all marketable. Many orchards brought their owners wonderful returns, because they escaped the late spring frosts. Instances where the crop brought \$100 to \$200 per acre are known over the State. Prices were never better, ranging from \$2 to \$3 per barrel at the station in car lots.

The value of the fruit crop of the state would not reach more than one-third the value of a full crop, probably \$6,000,000 for the year 1905. But the condition of the orchards is such, and the prospect for the crop of 1906 is so good, that we are looking forward to the bumper crop of all seasons, during the present year.

ACREAGE, PRODUCTION AND VALUE OF THE WHEAT CROP OF THE UNITED STATES IN 1905.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Bush.	Bushels.	Cents.	Acres.	Bush.	Bushels.	Cents.	Total Farm Value.
Maine.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 192,114
Vermont.....	.....	.....	.....	.....	.....	.....	.....	.....	24,720
New York.....	490,021	21.0	10,800,941	86	.....	.....	.....	.....	.....
New Jersey.....	110,076	15.4	1,805,280	89	.....	.....	.....	.....	.....
Pennsylvania.....	1,629,273	17.1	27,860,671	87	.....	.....	.....	.....	.....
Delaware.....	121,001	13.8	1,809,814	93	.....	.....	.....	.....	.....
Maryland.....	809,619	16.3	13,193,790	82	.....	.....	.....	.....	.....
Virginia.....	738,680	11.4	8,418,672	86	.....	.....	.....	.....	.....
North Carolina.....	598,826	6.7	3,975,278	102	.....	.....	.....	.....	.....
South Carolina.....	818,418	6.1	1,942,856	111	.....	.....	.....	.....	.....
Georgia.....	805,283	6.9	2,105,553	107	.....	.....	.....	.....	.....
Alabama.....	108,446	9.6	1,041,052	101	.....	.....	.....	.....	.....
Mississippi.....	2,619	10.8	28,265	95	.....	.....	.....	.....	.....
Texas.....	1,249,207	8.9	11,117,942	88	.....	.....	.....	.....	.....
Arkansas.....	1,198,077	7.9	1,664,808	90	.....	.....	.....	.....	.....
Tennessee.....	881,760	7.2	6,849,600	91	.....	.....	.....	.....	.....
West Virginia.....	805,585	12.3	4,878,080	89	.....	.....	.....	.....	.....
Kentucky.....	779,642	11.3	8,899,955	87	.....	.....	.....	.....	.....
Ohio.....	1,892,907	17.1	32,197,710	82	.....	.....	.....	.....	.....
Michigan.....	1,027,204	18.5	19,003,274	79	.....	.....	.....	.....	.....
Indiana.....	1,981,774	13.8	35,351,454	82	.....	.....	.....	.....	.....
Illinois.....	1,671,974	16.0	29,901,594	81	.....	.....	.....	.....	.....
Wisconsin.....	117,794	19.2	2,251,845	76	.....	.....	.....	.....	.....
Minnesota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa.....	61,851	20.0	1,227,220	71	.....	.....	.....	.....	.....
Missouri.....	2,259,868	12.4	28,022,398	79	.....	.....	.....	.....	.....
Kansas.....	6,289,740	13.9	73,527,896	71	.....	.....	.....	.....	.....
Nebraska.....	2,091,898	20.4	42,664,417	66	.....	.....	.....	.....	.....
South Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montana.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wyoming.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colorado.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Mexico.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utah.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nevada.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Idaho.....	196,066	32.0	6,274,112	66	.....	.....	.....	.....	.....
Washington.....	478,647	28.8	13,545,710	65	.....	.....	.....	.....	.....
Oregon.....	572,852	21.1	7,967,177	63	.....	.....	.....	.....	.....
California.....	1,886,269	9.8	17,542,015	82	.....	.....	.....	.....	.....
Oklahoma.....	1,484,848	6.2	11,764,114	69	.....	.....	.....	.....	.....
Indian Territory.....	270,251	10.0	2,702,610	77	.....	.....	.....	.....	.....
United States.....	29,864,013	14.3	428,407,184	78.2	17,990,061	14.7	264,516,605	69.9	\$159,966,795

ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF THE UNITED STATES IN 1905.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production. Bushels.	Price per Bush.	Total farm value. Dollars
Maine.....	13,000	34.3	445,900	69	307,671
New Hampshire.....	27,045	37.0	1,000,665	69	690,459
Vermont.....	58,238	34.7	2,020,859	68	1,374,184
Massachusetts.....	44,799	37.5	1,679,962	70	1,175,973
Rhode Island.....	10,011	32.5	325,358	71	231,004
Connecticut.....	55,595	42.7	2,373,906	71	1,685,473
New York.....	613,103	31.5	19,312,744	61	11,780,774
New Jersey.....	277,749	35.8	9,943,414	55	5,468,878
Pennsylvania.....	1,441,797	38.9	56,085,903	54	30,286,388
Delaware.....	196,472	30.4	5,972,749	47	2,807,192
Maryland.....	628,795	36.9	23,203,536	48	11,137,217
Virginia.....	1,859,610	23.4	43,514,874	53	23,062,883
North Carolina.....	2,704,772	13.9	37,596,331	64	24,061,652
South Carolina.....	1,878,978	10.9	20,480,860	74	15,155,836
Georgia.....	4,295,924	11.0	47,255,164	70	33,078,615
Florida.....	645,416	10.1	6,518,702	66	4,302,343
Alabama.....	2,903,483	14.8	42,971,548	64	27,501,791
Mississippi.....	2,099,830	14.3	30,027,569	65	19,517,920
Louisiana.....	1,424,562	13.7	19,516,499	61	11,905,064
Texas.....	6,532,695	21.3	139,146,404	49	68,181,738
Arkansas.....	2,215,245	17.3	38,323,738	55	21,078,056
Tennessee.....	3,138,533	24.6	77,207,912	50	38,603,956
West Virginia.....	765,541	29.8	22,813,122	53	12,090,955
Kentucky.....	3,195,072	29.7	94,893,638	43	40,804,264
Ohio.....	2,973,529	37.8	112,399,396	43	48,331,740
Michigan.....	1,228,704	34.0	41,775,936	46	19,216,931
Indiana.....	4,597,804	40.7	187,130,623	38	71,109,637
Illinois.....	9,616,886	39.8	382,752,063	38	145,445,784
Wisconsin.....	1,473,613	37.6	55,407,849	42	23,271,297
Minnesota.....	1,507,614	32.5	48,997,455	33	16,169,160
Iowa.....	8,767,597	34.8	305,112,376	34	103,738,208
Missouri.....	6,014,639	33.8	203,294,798	37	75,219,075
Kansas.....	6,977,467	27.7	193,275,836	33	63,781,026
Nebraska.....	8,035,115	32.8	263,551,772	32	84,336,567
South Dakota.....	1,623,105	31.8	51,614,739	31	16,000,569
North Dakota.....	89,405	27.5	2,458,638	36	885,110
Montana.....	3,941	19.4	76,455	68	51,989
Wyoming.....	2,107	26.9	56,678	75	42,508
Colorado.....	116,659	23.8	2,776,484	47	1,304,947
New Mexico.....	39,423	25.3	997,402	69	688,207
Arizona.....	7,614	27.0	205,578	97	199,411
Utah.....	11,353	36.2	410,979	70	287,685
Idaho.....	5,506	27.2	149,763	66	98,844
Washington.....	10,796	24.2	261,263	60	156,758
Oregon.....	17,556	23.0	403,788	59	238,235
California.....	56,592	32.0	1,810,944	76	1,376,317
Oklahoma.....	1,902,948	25.3	48,144,584	32	15,406,267
Indian Territory.....	1,905,131	32.7	62,297,784	37	23,050,180
United States.....	94,011,369	28.8	2,707,993,540	41.2	1,116,696,738

ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF THE UNITED STATES IN 1905.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	Acres	Bush	Bushels	Cents	Dollars.
Maine.....	112,817	39.5	4,343,454	43	1,867,685
New Hampshire.....	12,174	32.8	399,307	43	171,702
Vermont.....	78,526	39.4	3,093,924	40	1,237,570
Massachusetts.....	6,372	32.0	203,904	43	87,679
Rhode Island.....	1,604	29.4	47,158	42	19,806
Connecticut.....	10,077	34.5	347,656	42	146,016
New York.....	1,258,210	34.2	43,030,782	37	15,921,389
New Jersey.....	62,512	32.0	2,000,384	37	740,142
Pennsylvania.....	1,161,186	34.0	39,480,324	36	14,212,917
Delaware.....	4,124	31.2	128,669	40	51,468
Maryland.....	33,160	27.7	918,532	36	330,672
Virginia.....	176,459	17.8	3,140,970	39	1,224,978
North Carolina.....	203,815	15.3	3,118,370	47	1,465,634
South Carolina.....	187,509	16.3	3,056,397	55	1,681,018
Georgia.....	233,250	15.1	3,522,075	53	1,866,700
Florida.....	29,957	12.0	359,484	52	186,932
Alabama.....	191,853	16.5	3,165,574	51	1,614,443
Mississippi.....	90,374	18.5	1,671,919	50	835,960
Louisiana.....	27,715	16.0	443,440	45	199,548
Texas.....	914,440	31.4	28,713,416	40	11,485,366
Arkansas.....	192,261	20.3	3,902,898	42	1,639,217
Tennessee.....	151,106	20.2	3,052,341	39	1,190,413
West Virginia.....	82,182	24.1	1,980,586	39	772,429
Kentucky.....	223,982	25.5	5,487,559	35	1,920,646
Ohio.....	1,061,260	35.8	37,993,108	31	11,777,863
Michigan.....	1,009,802	35.6	35,948,951	30	10,784,685
Indiana.....	1,343,706	35.3	47,432,822	27	12,806,862
Illinois.....	3,740,275	35.5	132,779,762	28	37,178,323
Wisconsin.....	2,527,692	39.0	98,579,988	27	26,616,597
Minnesota.....	2,151,192	37.5	80,669,700	24	19,360,728
Iowa.....	3,746,148	35.0	131,115,180	24	31,467,643
Missouri.....	723,709	27.2	19,684,885	30	5,905,466
Kansas.....	857,868	27.1	23,248,223	28	6,509,502
Nebraska.....	1,886,270	31.0	58,474,370	24	14,033,849
South Dakota.....	720,603	39.0	28,103,517	23	6,463,809
North Dakota.....	1,197,799	38.9	46,594,381	23	10,716,708
Montana.....	178,911	41.3	7,389,024	43	3,177,280
Wyoming.....	45,548	39.9	1,817,365	41	745,120
Colorado.....	137,929	35.0	4,827,515	41	1,979,281
New Mexico.....	11,912	29.5	351,404	58	203,814
Arizona.....	879	31.2	27,425	64	17,552
Utah.....	44,067	39.8	1,753,867	44	771,701
Nevada.....	6,267	37.2	233,132	52	121,229
Idaho.....	98,058	39.4	3,863,485	42	1,622,644
Washington.....	164,540	50.0	8,227,000	41	3,373,070
Oregon.....	281,842	24.1	6,792,392	43	2,920,729
California.....	168,755	28.0	4,725,140	51	2,409,821
Oklahoma.....	294,442	33.0	9,716,586	29	2,817,810
Indian Territory.....	201,607	36.0	7,257,852	33	2,395,091
United States.....	28,046,746	34.0	953,216,197	29.1	277,047,537

ACREAGE, PRODUCTION AND VALUE OF THE BARLEY AND RYE CROPS OF THE UNITED STATES IN 1905.
AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES	BARLEY.				RYE.					
	Acreage.	Yield per acre.	Production.	Price per bush.	Total farm value.	Acreage.	Yield per acre.	Production.	Price per bush.	Total farm value.
	Acrea.	Bush	Bushels.	Cents	Dollars.	Acres.	Bush	Bushels.	Cents	Dollars.
Maine.....	7,817	29.0	226,693	68	154,151	.....	.....	.....	.....	.....
New Hampshire.....	1,522	20.8	31,658	73	23,110	.....	.....	.....	.....	.....
Vermont.....	12,939	31.5	507,578	54	274,092	.....	.....	.....	.....	.....
Massachusetts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	90,729	25.7	2,331,735	54	1,259,137	.....	.....	.....	.....	.....
New Jersey.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania.....	8,692	25.0	217,300	55	119,515	.....	.....	.....	.....	.....
Maryland.....	1,436	31.0	44,516	48	21,368	.....	.....	.....	.....	.....
Virginia.....	2,472	28.0	69,216	55	38,069	.....	.....	.....	.....	.....
North Carolina.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Carolina.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Texas.....	4,843	24.0	116,232	66	76,713	.....	.....	.....	.....	.....
Arkansas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee.....	1,161	21.6	25,078	57	14,294	.....	.....	.....	.....	.....
Kentucky.....	7,748	24.0	17,952	44	7,899	.....	.....	.....	.....	.....
Ohio.....	23,165	26.2	606,923	45	273,115	.....	.....	.....	.....	.....
Michigan.....	33,499	27.0	904,473	47	425,102	.....	.....	.....	.....	.....
Indiana.....	9,429	28.0	264,012	45	118,805	.....	.....	.....	.....	.....
Illinois.....	24,093	30.0	722,790	42	303,572	.....	.....	.....	.....	.....
Wisconsin.....	493,063	29.9	14,742,584	41	6,044,459	.....	.....	.....	.....	.....
Minnesota.....	1,074,538	27.0	29,012,526	32	9,284,008	.....	.....	.....	.....	.....
Iowa.....	448,515	26.0	11,661,390	30	3,498,417	.....	.....	.....	.....	.....
Missouri.....	1,852	23.0	42,596	44	18,742	.....	.....	.....	.....	.....
Kansas.....	152,929	22.0	3,364,438	32	1,076,620	.....	.....	.....	.....	.....
Nebraska.....	66,498	27.5	1,823,695	31	566,895	.....	.....	.....	.....	.....
South Dakota.....	332,080	30.0	9,962,400	29	2,889,096	.....	.....	.....	.....	.....
North Dakota.....	690,223	28.0	19,326,244	30	5,797,873	.....	.....	.....	.....	.....
Montana.....	15,227	33.0	502,491	56	281,395	.....	.....	.....	.....	.....
Wyoming.....	1,188	31.7	37,660	59	22,219	.....	.....	.....	.....	.....
Colorado.....	18,909	33.0	623,997	53	330,718	.....	.....	.....	.....	.....
New Mexico.....	604	21.0	12,684	69	8,752	.....	.....	.....	.....	.....
Arizona.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utah.....	7,799	37.0	288,563	53	152,938	.....	.....	.....	.....	.....
Nevada.....	6,882	34.0	234,022	70	163,815	.....	.....	.....	.....	.....
Idaho.....	66,152	40.0	2,646,120	48	1,270,133	.....	.....	.....	.....	.....
Washington.....	169,314	40.0	6,772,560	47	3,133,103	.....	.....	.....	.....	.....
Oregon.....	59,862	31.0	1,855,722	52	964,975	.....	.....	.....	.....	.....
California.....	1,237,533	21.5	26,606,960	59	15,698,106	.....	.....	.....	.....	.....
Oklahoma.....	14,920	26.0	387,920	40	155,168	.....	.....	.....	.....	.....
United States.....	5,095,528	26.8	136,651,020	40.3	55,047,166	.....	.....	.....	.....	.....

ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF THE UNITED STATES IN 1905.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	Acres.	Bush	Bushels.	Cents	Dollars.
Maine.....	103,317	175	18,080,475	61	11,029,090
New Hampshire.....	19,723	120	2,366,760	72	1,704,067
Vermont.....	26,566	98	2,603,468	71	1,848,462
Massachusetts.....	29,443	97	2,855,971	84	2,399,016
Rhode Island.....	6,490	125	811,250	89	722,012
Connecticut.....	31,931	92	2,937,652	91	2,673,263
New York.....	428,986	70	30,029,020	70	21,020,314
New Jersey.....	65,391	93	6,081,363	75	4,561,022
Pennsylvania.....	253,797	90	22,841,730	65	14,847,124
Delaware.....	7,677	93	713,961	59	421,237
Maryland.....	29,041	95	2,758,895	58	1,600,159
Virginia.....	55,105	84	4,628,820	56	2,592,139
North Carolina.....	25,883	77	1,992,991	68	1,355,234
South Carolina.....	9,250	83	767,750	103	790,782
Georgia.....	8,627	65	560,755	112	628,046
Florida.....	4,110	75	308,250	120	369,900
Alabama.....	9,544	80	763,520	88	671,898
Mississippi.....	5,863	110	644,930	85	548,190
Louisiana.....	9,146	64	585,344	91	532,663
Texas.....	34,940	64	2,236,160	93	2,079,629
Arkansas.....	21,934	65	1,425,710	73	1,040,768
Tennessee.....	23,600	80	1,888,000	58	1,095,040
West Virginia.....	34,376	88	3,025,088	58	1,754,551
Kentucky.....	35,445	85	3,012,825	53	1,596,797
Ohio.....	161,930	78	12,630,540	63	7,957,240
Michigan.....	241,836	67	16,203,012	56	9,073,687
Indiana.....	77,818	80	6,225,440	58	3,610,755
Illinois.....	149,147	75	11,186,025	67	7,494,637
Wisconsin.....	237,497	68	16,149,796	62	10,012,874
Minnesota.....	134,471	82	11,026,622	50	5,513,311
Iowa.....	166,012	80	13,280,960	49	6,507,670
Missouri.....	86,089	82	7,059,298	55	3,882,614
Kansas.....	68,564	81	5,553,684	69	3,832,042
Nebraska.....	87,144	93	8,104,392	37	2,998,625
South Dakota.....	35,071	96	3,366,816	38	1,279,390
North Dakota.....	25,425	95	2,415,375	38	917,842
Montana.....	13,688	120	1,642,560	59	969,110
Wyoming.....	4,002	170	680,340	56	380,990
Colorado.....	51,052	160	8,168,320	57	4,655,942
New Mexico.....	1,470	75	110,250	89	98,122
Utah.....	12,358	132	1,631,256	43	701,440
Nevada.....	2,806	120	336,720	82	276,110
Idaho.....	11,782	140	1,649,480	48	791,750
Washington.....	34,199	142	4,856,258	46	2,233,879
Oregon.....	40,488	110	4,453,680	60	2,672,208
California.....	50,291	165	8,298,015	67	5,559,670
Oklahoma.....	10,935	77	841,995	88	740,956
Indian Territory.....	12,497	76	949,772	82	778,813
United States.....	2,996,757	87.0	260,741,294	61.7	160,821,089

ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP OF THE UNITED STATES IN 1905.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Price per Ton.	Total farm value.
	Acres.	Tons.	Tons.	Dolls	Dollars.
Maine.....	1,303,760	1.08	1,408,061	9.90	13,939,804
New Hampshire.....	619,530	1.16	718,655	13.00	9,342,515
Vermont.....	861,911	1.35	1,163,580	9.43	10,972,559
Massachusetts.....	577,061	1.33	767,491	15.22	11,681,213
Rhode Island.....	61,980	1.09	67,558	16.27	1,099,169
Connecticut.....	484,751	1.12	542,921	14.60	7,926,647
New York.....	4,717,641	1.30	6,132,933	10.38	63,659,845
New Jersey.....	420,322	1.13	474,964	14.81	7,034,217
Pennsylvania.....	3,072,021	1.50	4,608,032	11.93	54,973,822
Delaware.....	75,549	1.55	117,101	13.67	1,600,771
Maryland.....	286,011	1.30	371,814	11.92	4,432,023
Virginia.....	440,467	1.30	572,607	12.62	7,226,300
North Carolina.....	125,633	1.60	201,013	12.80	2,572,966
South Carolina.....	59,492	1.42	84,479	13.36	1,128,639
Georgia.....	88,054	1.50	132,081	15.75	2,080,276
Florida.....	12,999	1.48	19,239	16.25	312,634
Alabama.....	55,245	1.90	104,966	12.52	1,314,174
Mississippi.....	43,013	1.75	75,273	11.17	840,799
Louisiana.....	21,488	2.30	49,422	11.50	568,353
Texas.....	395,663	1.90	751,760	8.12	6,104,291
Arkansas.....	74,665	1.75	130,664	9.60	1,254,374
Tennessee.....	339,446	1.60	543,114	11.52	6,256,673
West Virginia.....	522,610	1.48	773,463	11.65	9,010,844
Kentucky.....	461,033	1.30	599,343	10.63	6,371,016
Ohio.....	2,632,049	1.49	3,921,753	8.00	31,374,024
Michigan.....	2,084,345	1.46	3,043,144	7.70	23,432,209
Indiana.....	1,716,132	1.48	2,539,875	7.54	19,150,658
Illinois.....	2,664,682	1.35	3,597,321	8.27	29,749,845
Wisconsin.....	1,789,994	1.80	3,221,989	7.25	23,359,420
Minnesota.....	858,465	1.75	1,502,314	5.80	8,713,421
Iowa.....	3,038,352	1.70	5,165,198	5.10	26,342,510
Missouri.....	2,812,731	1.10	3,094,004	7.84	24,256,991
Kansas.....	1,759,341	1.55	2,726,979	5.08	13,853,053
Nebraska.....	601,974	1.75	1,053,454	4.14	4,361,300
South Dakota.....	212,906	1.60	340,650	4.02	1,369,413
North Dakota.....	164,230	1.55	254,556	4.33	1,102,227
Montana.....	362,939	1.60	580,702	7.70	4,471,405
Wyoming.....	171,206	2.50	428,015	6.21	2,657,973
Colorado.....	665,226	2.65	1,762,849	8.20	14,455,362
New Mexico.....	79,087	2.70	213,535	10.75	2,295,501
Arizona.....	63,685	3.75	238,819	12.37	2,954,191
Utah.....	351,272	3.25	1,141,634	6.67	7,614,699
Nevada.....	159,042	2.50	397,605	8.50	3,379,642
Idaho.....	382,467	3.10	1,185,648	5.90	6,995,323
Washington.....	341,990	2.65	906,274	9.67	8,763,670
Oregon.....	390,076	2.30	897,175	7.74	6,944,134
California.....	589,119	2.40	1,412,886	10.05	14,209,554
Oklahoma.....	305,070	1.43	436,250	4.91	2,141,988
Indian Territory.....	45,235	1.27	57,448	5.35	307,347
United States.....	39,361,960	1.54	60,531,611	8.52	515,959,784

FOREIGN IMPORT DUTIES ON WHEAT.

Compiled by Department of Commerce and Labor, Bureau of Statistics,
Washington, D. O., as in force January, 1906.

COUNTRIES.	TARIFF RATES OF DUTIES.	UNITED STATES EQUIVALENTS.
Russia	Free.....	Free.
Sweden	Per 100 kilograms, 8.70 kronor.	Per bushel of 60 lbs., 26.99 cts.
Norway:		
Conventional duty, applicable to countries having commercial treat- ies with Norway..	Per 100 kilograms, 0.60 kronor.	Per bushel of 60 lbs., 4.39 cts.
General, applicable to non-treaty countries	Per 100 kilograms, 1.00 kron...	Per bushel of 60 lbs., 7.32 cts.
Denmark	Free.....	Free.
Germany:		
Conventional duty	Per 100 kilograms, 8.50 marks.	Per bushel of 60 lbs., 22.67 cts.
General.....	Per 100 kilograms, 5 marks....	Per bushel of 60 lbs., 32.39 cts.
France.....	Per 100 kilograms, 7 francs....	Per bushel of 60 lbs., 26.77 cts.
Spain §.....	Per 100 kilograms, 8 pesetas...	Per bushel of 60 lbs., 31.02 cts.
Italy.....	Per 100 kilograms, 7.50 liras...	Per bushel of 60 lbs., 33.39 cts.
Austria-Hungary....	Per 100 kilograms, 1.50 florins.	Per bushel of 60 lbs., 16.57 cts.
Switzerland	Per 100 kilos, 80 centimes.....	Per bushel of 60 lbs., 1.58 cts.
Greece:		
Conventional duty	Per 100 okes. 6.00 drachmas	Per bushel of 60 lbs., 20.58 cts.
General.....	Per 100 okes. 7.85 drachmas.....	Per bushel of 60 lbs., 30.16 cts.
Netherlands....	Free	Free.
Belgium	Free.....	Free.
Roumania.....	Free.....	Free.
Turkey	8 per cent. ad valorem	Eight per cent. ad valorem.
Portugal.....	Wheat in the grain imported from the United States is guaranteed most-favored- nation treatment (Spain and Brazil excepted).	
United Kingdom....	Free	Free.
Servia.....	Per 100 kilograms, two dinars.	Per bushel of 60 lbs., 10.51 cts.
Bulgaria.....	Per 100 kilograms, 80 leva	Per bushel of 60 lbs., 4.20 cts.
Cuba.....	Per 100 kilograms, 48 cents....	Per bushel of 60 lbs., 12.07 cts.
Porto Rico.....	Imports from United States free; from rest of world Dingley tariff rate, 25 cents per bushel. (Par. 234.)	
Philippines.....	Wheat in grain (gross weight), 25 cents per 100 kilos or 6.8 cents per bushel of 60 lbs. This applies to imports from United States.	

‡ Import duty must be paid in gold.

§ Law of March 14, 1904, reduced the duty to 6 pesetas to be maintained as long as the price of wheat exceeds 27 pesetas per 100 kilos., in the following markets of Castile: Valladolid, Salamanca, Zamora, Palencia and Burgos. When the price of wheat falls to 27 pesetas or less, the government will reimpose the duty of 8 pesetas.

As regards Germany, a new tariff goes into effect on March 1, 1906, and the new general and conventional rates will be 7.50 and 5.50 marks respectively.

The rate on wheat in the new tariff of Austria-Hungary will be 6.80 kr., but this Bureau is not informed as to the date on which it will go into force. It is quite probable that it will take effect March 1, 1906.

The new rate in Roumania, which is 0.5 lei per 100 kilos, is to take effect March 1, 1906.

The rate on wheat in Servia has been advanced to 5 dinars, but we have no information at hand as to the date on which it is to take effect.

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

Crop of	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush
1878.....	420,122,400	1,	)		62,345,680
1879.....	442,756,620	1,	)		60,983,106
1880.....	408,649,868	1,	)		65,166,240
1881.....	383,280,000	1,	)		41,161,230
1882.....	504,185,470	1,	)		48,953,938
1883.....	421,086,160	1,	)		60,126,097
1884.....	512,768,900	1,	)		61,306,658
1885.....	357,112,000	1,	)		58,860,000
1886.....	457,218,000	1,	)		50,428,000
1887.....	456,829,000	1,	)		56,812,000
1888.....	414,848,000	1,	)		58,884,000
1889.....	490,680,000	2,	)		66,000,000
1890.....	399,269,000	1,	)		58,800,600
1891.....	611,790,000	2,	)		77,400,000
1892.....	515,949,000	1,)		
1893.....	386,131,726	1,	)	26,555,448	60,800,486
1894.....	469,267,416	1,	)	26,727,515	61,400,485
1895.....	467,102,947	2,	)	27,210,070	87,072,744
1896.....	427,684,846	2,	)	24,869,047	89,695,238
1897.....	530,149,168	1,	)	7,368,524	66,695,127
1898.....	676,148,705	1,	)	25,657,522	55,792,287
1899.....	547,808,846	2,	)	23,961,741	78,881,568
1900.....	522,229,506	2,	)	28,986,927	58,925,888
1901.....	748,460,218	1,	)	30,844,890	109,932,924
1902.....	670,068,008	2,	)	38,630,692	124,954,028
1903.....	637,671,836	2,	)	29,888,416	131,861,391
1904.....	552,399,617	2,	)	27,284,565	129,748,968
1905.....	692,979,489	2,	)	27,616,045	136,651,070

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,

AS REPORTED BY BRADSTREET'S.

The following figures represent stocks of Grain available at 63 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.	GRAIN STOCKS EAST OF ROCKY MOUNTAINS.					PACIFIC COAST STOCKS.	
	Wheat.	Corn.	Oats.	Barley.	Rye.	WHEAT.	
	Bushels.	B	s.	B	s.	B	s.
1899, January 1...	50 00	28 00	10 00	4 00			00
1900, January 1...	89 00	19 00	12 00	8 00			00
1901, January 1...	87 00	14 00	15 00	6 00			00
1902, January 1...	94 00	16 00	8 00	4 00			00
1903, January 1...	80 00	9 00	8 00	4 00			00
1904, January 1...	61 00	9 00	13 00	6 00			00
1905, January 1...	61 00	15 00	31 00	10 00			00
February 1	57 00	19 00	26 00	8 00			00
March 1	53 00	16 00	23 00	6 00			00
April 1	46 00	16 00	24 00	4 00			00
May 1	40 00	14 00	19 00	3 00			00
June 1	28 00	8 00	11 00	2 00			00
July 1	20 00	9 00	11 00	1 00			00
August 1	20 00	10 00	8 00	1 00			00
September 1	21 00	8 00	20 00	1 00			00
October 1	28 00	8 00	28 00	5 00			00
November 1	47 00	5 00	37 00	8 00			00
December 1	62 00	10 00	40 00	10,217,000			00
December 9	61 00	12 00	68 00	10,732,000			00
December 16	65 00	14 00	89 00	10,798,000			00
December 23	68 00	16 00	88 00	10,602,000			00
1906, January 1...	68 00	17 00	89,801,000	10,657,000			00

*Portland, Ore., Tacoma and Seattle, only.

ESTIMATE OF CROPS OF THE WORLD.

**WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.**

THE CITY OF ST. LOUIS.

215

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	WINTER WHEAT.				SPRING WHEAT.				CORN.				OATS.				
	All Wheat.				June.	July.	August.	September.	July.	August.	September.	October.	June.	July.	August.	September.	
1886.....	87.8	94.1	94.9	92.7	91.2	90.8	88.5	83.3	80.1	83.5	80.7	76.6	80	95.9	88.8	87.4	90.9
1887.....	82	83.1	85.8	84.9	83.5	84	87.3	79.3	78.8	78.1	80.5	72.3	72.8	91	85.9	85.6	83.4
1888.....	77.8	83	73.1	73.3	75.6	77.4	87.3	95.9	87.3	77.2	95.5	94.2	92	96.4	95.2	91.7	87.3
1889.....	87.5	94	96	93.1	93	89.4	83.3	83.3	81.2	83.8	94.8	90.9	91.7	93.3	94.1	92.3	90
1890.....	75.5	81	80	78.1	76.2	73.5	91.3	94.4	83.2	79.8	73.3	70.1	70.6	89.8	81.6	70.1	64.4
1891.....	96.9	96.9	97.9	96.6	96.2	96.7	92.6	94.1	95.5	97.2	90.8	91.1	92.5	95.1	87.6	89.5	90.7
1892.....	85.8	81.3	84.0	83.8	89.6	87.6	92.3	90.9	87.3	81.2	82.5	79.6	79.8	88.5	87.2	86.2	78.9
1893.....	74	77.4	75.3	75.5	77.7	...	86.4	74.1	67.0	...	87	76.7	75.1	88.9	83.8	78.3	74.9
1894.....	88.7	86.7	81.4	83.2	83.9	...	83	63.4	67.1	...	69.1	63.4	64.2	87	77.7	76.5	77.8
1895.....	75.4	81.4	82.9	71.1	85.8	...	97.8	02.2	95.9	...	102.5	96.4	95.5	84.3	83.2	84.5	86.0
1896.....	74.6	77.1	82.7	77.9	75.6	...	99.9	193.3	78.9	...	96.0	91.0	90.6	98.3	96.3	77.3	74.0
1897.....	85.7	81.4	90.2	78.5	81.2	...	89.6	91.2	86.7	...	84.2	79.3	77.1	89.0	87.5	86.0	84.6
1898.....	86.7	86	86.5	90.8	85.7	...	00.9	95	96.5	...	87	84.1	82	93	92.3	84.2	79
1899.....	70.9	77.9	76.2	67.8	65.6	...	191.4	91.7	83.6	...	89.9	85.2	82.7	88.7	90	90.8	87.2
1900.....	69.6	82.1	88.9	82.7	80.8	...	87.8	55.2	56.4	...	87.5	80.6	78.2	91.7	85.5	85.0	82.9
1901.....	82.8	91.7	94.1	87.8	88.3	...	92.0	95.6	89.8	...	81.3	51.7	52.1	85.3	83.7	73.6	72.2
1902.....	80.0	78.7	76.4	76.1	77.0	...	95.4	92.4	89.7	...	87.5	84.3	79.6	90.6	92.1	89.4	87.1
1903.....	74.7	97.8	92.6	82.2	78.8	...	96.9	82.5	77.1	...	79.4	80.1	80.8	85.5	84.3	79.5	75.7
1904.....	...	76.5	76.5	77.7	78.7	...	93.4	98.7	87.5	66.2	86.4	84.6	83.9	89.2	89.8	86.6	85.6
1905.....	...	91.6	92.5	85.5	82.7	...	98.7	91.0	89.2	87.3	89.0	89.5	89.2	92.9	92.1	90.8	90.3

TRADE AND COMMERCE OF

ESTIMATE OF THE WORLD'S WHEAT CROP.

	Bushels. 1905.	Bushels. 1904.	Bushels. 1903.	Bushels. 1902.
EUROPE.				
France.....	227,600,000	227,600,000	225,000,000	
Russia—Poland.....	584,000,000	662,000,000	620,000,000	
Caucasus.....				
Italy.....	160,000,000	150,000,000	184,000,000	
Spain.....	88,000,000	110,000,000	102,000,000	
Hungary.....	154,000,000	136,000,000	151,000,000	
Austria.....	46,000,000	54,600,000	47,000,000	
Croatia and Slavonia....	12,000,000	10,400,000	13,000,000	
Herzegovina.....	2,500,000	2,000,000	2,000,000	
Germany.....	128,000,000	140,000,000	180,000,000	
United Kingdom.....	60,500,000	40,000,000	50,000,000	
Turkey in Europe.....	20,000,000	23,000,000	26,000,000	
Roumania.....	26,000,000	52,400,000	72,000,000	
Bulgaria.....	48,000,000	42,000,000	37,000,000	
Eastern Roumelia.....	8,000,000	8,000,000	8,000,000	
Belgium.....	12,000,000	12,200,000	12,000,000	
Portugal.....	4,000,000	4,000,000	8,000,000	
Holland.....	6,000,000	5,600,000	5,600,000	
Greece.....	6,000,000	6,000,000	6,000,000	
Denmark.....	4,000,000	3,800,000	4,320,000	
Servia.....	12,000,000	9,000,000	12,000,000	
Sweden and Norway....	6,000,000	5,720,000	5,800,000	
Switzerland.....	4,000,000	4,000,000	2,200,000	4,200,000
Cyprus, Malta, etc.....	2,000,000	1,600,000	2,800,000	2,000,000
Total.....	1,798,600,000	1,779,720,000	1,869,720,000	1,808,614,000
AMERICA.				
United States.....	692,000,000	552,000,000	628,000,000	670,062,000
Canada.....	90,000,000	76,000,000	78,000,000	98,654,000
Mexico.....	8,000,000	12,000,000	12,000,000	12,402,000
Argentine Republic....	180,000,000	152,000,000	124,000,000	117,000,000
Chili and Uruguay.....	27,600,000	20,000,000	19,200,000	19,604,000
Total.....	998,600,000	812,000,000	871,200,000	917,724,000
OTHER COUNTRIES.				
India.....	260,000,000	260,000,000	204,220,000	224,225,000
Algeria.....	20,000,000	26,200,000	24,000,000	27,000,000
Egypt.....	10,000,000	12,800,000	11,200,000	12,000,000
Australasia.....	80,000,000	58,400,000	75,000,000	20,000,000
Turkey in Asia.....	40,000,000	22,000,000	22,000,000	25,000,000
Persia.....	18,000,000	16,000,000	16,000,000	18,600,000
Tunis.....	6,000,000	10,600,000	8,000,000	7,000,000
Cape Colony.....	4,000,000	4,800,000	4,800,000	2,000,000
Japan.....	20,000,000	21,600,000	21,000,000	20,000,000
Total.....	478,000,000	542,400,000	497,220,000	360,925,000
Grand Total.....	3,275,200,000	3,134,120,000	3,238,240,000	3,087,272,000

STOCKS OF GRAIN IN FARMERS' HANDS.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON, D.C.

CORN.

YEAR.	CROP.	Per cent on hand November 1 of following year.	Amount on hand November 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1902.....	2,523,648,312	5.2	131,229,712
1903.....	2,244,176,925	3.6	80,790,369
1904.....	2,467,480,934	3.3	82,285,266

WHEAT.

YEAR.	CROP.	Per cent on hand July 1 of following year.	Amount on hand July 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1899.....	547,303,846	9.3	50,899,258
1900.....	522,229,505	5.9	30,811,541
1901.....	748,460,218	7.0	52,392,215
1902.....	670,063,008	6.8	42,213,970
1903.....	637,821,835	5.7	36,355,845
1904.....	552,399,517	4.4	24,257,184

OATS.

YEAR.	CROP.	Per cent on hand August 1 of following year.	Amount on hand August 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1899.....	796,177,713	6.8	54,140,084
1900.....	809,125,989	5.9	47,738,433
1901.....	736,808,724	4.15	30,577,562
1902.....	987,842,712	7.4	73,100,361
1903.....	784,094,199	5.4	42,341,087
1904.....	894,595,552	6.2	55,835,691

QUANTITIES OF CORN, WHEAT AND OATS IN FARMERS' HANDS MARCH 1.

YEARS.	CORN.	WHEAT.	OATS.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
1883.....	587,468,843	143,356,869	.....
1884.....	512,224,003	119,273,012	.....
1885.....	675,210,664	169,411,360	.....
1886.....	773,046,490	107,337,030	.....
1887.....	603,344,650	122,266,270	.....
1888.....	508,273,510	132,094,880	.....
1889.....	787,482,060	111,766,530	.....
1890.....	969,938,480	156,435,550	.....
1891.....	542,173,250	112,470,655	.....
1892.....	860,393,950	171,070,881	.....
1893.....	626,847,370	135,205,430	.....
1894.....	585,816,370	114,059,560	.....
1895.....	475,565,430	74,999,790	.....
1896.....	1,072,273,700	123,045,290	.....
1897.....	1,164,405,884	88,149,072	312,814,923
1898.....	782,870,651	121,320,500	271,729,032
1899.....	800,533,109	198,056,496	283,208,940
1900.....	773,729,528	158,745,595	290,937,335
1901.....	776,166,350	128,098,074	292,803,480
1902.....	443,456,515	173,702,583	227,502,343
1903.....	1,050,652,819	164,047,106	364,926,483
1904.....	839,052,875	132,608,882	273,707,637
1905.....	954,268,217	111,054,959	347,165,643

CORN CROP OF COUNTRIES NAMED, 1901—1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON, D. C.

Countries.	1901.	1902.	1903.	1904.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
United States.....	1,522,520,000	2,523,648,000	2,244,177,000	2,467,481,000
Canada (Ontario).....	25,621,000	21,159,000	30,211,000	20,880,000
Mexico.....	93,459,000	78,099,000	90,000,000	90,000,000
Total North America..	1,641,600,000	2,622,906,000	2,364,388,000	2,578,361,000
Chile.....	1,500,000	866,000	1,118,000	1,477,000
Argentina.....	98,842,000	84,018,000	148,422,000	175,189,000
Uruguay.....	5,576,000	5,060,000	5,289,000	3,035,000
Total South America..	105,918,000	89,944,000	154,829,000	179,701,000
France.....	26,393,000	24,928,000	25,360,000	23,000,000
Spain.....	25,759,000	25,272,000	18,759,000	21,300,000
Portugal.....	15,000,000	16,000,000	14,000,000	15,000,000
Italy.....	100,455,000	71,028,000	88,990,000	87,000,000
Austria.....	17,535,000	13,462,000	16,056,000	12,529,000
Hungary.....	127,389,000	104,546,000	135,751,000	59,400,000
Croatia-Slavonia.....	20,469,000	15,255,000	23,918,000	11,434,000
Total Austria-Hungary	165,393,000	133,263,000	175,725,000	83,363,000
Roumania.....	116,945,000	68,447,000	80,272,000	19,598,000
Bulgaria and E. Roumelia	25,000,000	18,109,000	22,836,000	18,000,000
Servia.....	18,849,000	18,396,000	19,479,000	9,498,000
Russia.....	68,400,000	48,647,000	50,732,000	26,032,000
Total Europe.....	562,194,000	424,090,000	496,153,000	302,791,000
Algeria.....	529,000	556,000	485,000	410,000
Egypt.....	30,000,000	30,000,000	30,000,000	30,000,000
Cape Colony.....	2,000,000	2,000,000	3,502,000	3,000,000
Total Africa.....	32,529,000	32,556,000	33,937,000	33,410,000
Australasia.....	10,168,000	7,847,000	5,615,000	10,519,000

RECAPITULATION BY CONTINENTS.

North America.....	1,641,600,000	2,622,906,000	2,364,388,000	2,578,361,000
South America.....	105,918,000	89,944,000	154,829,000	179,701,000
Europe.....	562,194,000	424,090,000	496,153,000	302,791,000
Africa.....	32,529,000	32,556,000	33,937,000	33,410,000
Australasia.....	10,168,000	7,847,000	5,615,000	10,519,000
Total.....	2,352,409,000	3,177,343,000	3,054,922,000	3,104,782,000

PROVISIONS AND PACKING.

PORK PRODUCT.

The amount of packing house product handled in St. Louis and East St. Louis during 1905 was considerably greater than for the three previous years, aggregating 1,047,772,232 pounds.

The receipts of hogs were 2,407,336 head as against 2,361,623 head in 1904, and 1,785,873 in 1903. Shipments were 529,078 as compared with 412,776 in 1904.

The packing on both sides of the river for the winter season of 1904-05 was 761,982 head, and for the twelve months, ending March 1st, 1905, 1,908,592 head. The summer's packing of 1905 was 1,097,525 head, as compared with 1,146 610 head the previous season.

The amount of product handled in this market for past four years was as follows:

	1902.	1903.	1904.	1905.
Received, pounds.....	292,771,800	208,000,640	289,854,000	438,123,400
Shipped, pounds	878,668,410	893,266,040	501,815,870	609,638,832
Totals, pounds	666,440,210	601,266,680	791,669,870	1,047,772,232

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city holds fourth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1904-05.	1903-04.	1902-03.	1901-1902.
Chicago.....	5,990,430	6,718,086	6,860,453	7,636,000
Kansas City.....	2,890,962	2,066,550	2,055,942	3,427,802
Omaha.....	2,054,464	2,178,734	2,004,826	2,390,416
St. Louis.....	1,908,592	1,570,744	1,262,358	1,725,407
St. Joseph.....	1,588,623	1,609,185	1,528,860	2,105,293
Indianapolis.....	1,275,887	1,123,665	930,000	1,225,300
Milwaukee and Oudahy.....	865,308	846,287	553,986	760,063
Sioux City	597,516	467,596	777,820	879,763
Cincinnati.....	643,524	585,873	498,876	569,732
St. Paul.....	884,187	810,988	715,237	658,591
Cedar Rapids.....	495,121	501,789	391,524	496,790
Cleveland.....	678,269	625,803	562,672	496,231
Louisville.....	404,879	319,969	323,940	375,000
Ottumwa	669,342	486,991	441,680	610,002
Nebraska City.....	268,920	238,707	209,835	180,746
Fifteen places	21,216,024	20,160,966	19,076,009	23,567,196
All other.....	2,702,899	2,214,720	1,529,562	1,844,480
Aggregate.....	23,918,423	22,375,686	20,605,571	25,411,676

DRESSED BEEF.

By PHILIP H. HALB, Editor National Farmer and Stock Grower.

The establishment of an additional packing plant in the city of St. Louis was the principal event of the year 1905 in the dressed beef trade. It is a first-class plant and brings the total of important dressed beef houses up to six. Another on the east side was incorporated and in a fair way to be operated some time in 1906.

The slaughtering of cattle at St. Louis for dressed beef purposes is limited only to the available supply of suitable offerings. A fair proportion of the cattle arrivals in the market are thin in flesh and therefore unsuitable. A small number of light cattle are purchased by local butchers. Eastern buyers are also in the market for cattle, nevertheless the packers slaughtered 65 per cent. of the total receipts in the year 1905.

The slaughter of dressed beef cattle in 1905 at St. Louis and East St. Louis by a small increase was the largest in the history of the trade, but the slaughter of calves was larger in 1903. The cattle slaughtered in 1905 were 752,706 head, against 750,967 in 1904, showing only 1,739 increase over the previous largest record. The 105,721 calves slaughtered in 1905 exceed the slaughter of 1904 by 19,782 head but were 20,015 head less than in the year 1903.

In 1905 the outward shipments of dressed beef from St. Louis amounted to 438,163,900 pounds, this quantity being 54,223,380 pounds less than during the previous year. This record coupled with the increase in slaughter during the year indicates an enlarged local consumption which is highly satisfactory.

The arrivals of dressed beef from other markets amounted in the year 1905 to the considerable total of 189,742,400 pounds, this showing a decrease, however, compared with the 216,614,800 pounds, the total dressed beef receipts of the World's Fair year.

All dressed beef operations at St. Louis appear to be upon a strong competitive basis, assuring shippers to this market a good, substantial and ever increasing outlet for their products.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1905.....	752,706	105,721	438,163,900	189,742,400
1904.....	750,967	85,929	492,387,280	216,614,800
1903.....	739,879	125,786	373,340,225	65,813,800
1902.....	683,827	103,893	313,387,455	31,968,200
1901.....	607,788	60,774	348,443,080	110,707,200
1900.....	484,564	50,116	293,807,310	35,460,100
1899.....	455,604	45,913	290,470,460	44,982,660
1898.....	459,051	49,794	277,755,720	48,285,850
1897.....	482,528	47,890	259,002,550	20,889,600
1896.....	540,230	58,830	248,746,200	17,847,900
1895.....	450,306	40,323	238,966,600	42,895,270
1894.....	855,677	82,609	196,059,875	64,612,340

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1905.	1904.
Chicago & Alton R. R. (Mo. Div).....	38,658,400	95,931,700
Missouri Pacific R. R	14,650,900	4,169,200
St. Louis & San Francisco R. R.....	43,100	5,042,400
Wabash R. R. (West).....	11,366,400	4,801,500
Missouri, Kansas & Texas R. R.....	11,993,700	8,645,900
St. Louis, Iron Mountain & Southern Ry	1,160,300	4,184,000
St. Louis, Iron Mount. & So. Ry. (Ills. Div.).....	.....	26,000
Chicago & Alton R. R.....	197,200	322,200
Wabash R. R. (East).....	3,209,200	5,902,200
Chicago, Burlington & Quincy R. R. (West)....	108,463,200	87,589,600
Total pounds.....	189,742,400	216,614,800

SHIPMENTS OF DRESSED BEEF IN POUNDS.

	1905.	1904.
Chicago & Alton R. R., Mo. Div.....	143,300	100
Missouri Pacific R. R.....	110,300	300
St. Louis & San Francisco R. R	19,700	270,000
Wabash R. R. (West).....	.....	1,100
Chicago, Rock Island & Pacific R. R.....	2,700	900
Missouri, Kansas & Texas R. R	60,400	6,400
St. Louis Southwestern Ry	133,000	430,000
St. Louis, Iron Mountain & Southern Ry	15,161,100	144,560
St. Louis, Iron Mountain & South. Ry. (Ill. Div.)	360,000	28,600
Illinois Central R. R.....	7,516,000	10,171,900
Louisville, Henderson & St. Louis R. R.....	3,929,100	4,695,470
Louisville & Nashville R. R	3,367,600	5,103,785
Mobile & Ohio R. R	448,700	156,600
Southern Ry. Co.....	3,674,000	9,738,400
Baltimore & Ohio Southwestern R. R.....	3,476,700	4,398,100
Chicago & Alton R. R.....	43,758,200	44,399,310
Cleveland, Cincinnati, Chicago & St. Louis R. R..	7,432,300	16,599,815
Vandalia R. R.....	43,254,300	34,135,180
Wabash R. R. (East)	94,129,000	77,903,760
Toledo, St. Louis & Western Ry.....	206,163,400	283,419,600
Chicago, Peoria & St. Louis R. R.....	9,200	.....
Chicago, Burlington & Quincy R. R (West)....	815,700	512,730
Chicago & Eastern Illinois R. R.....	3,989,700	.....
Upper Mississippi River.....	139,200	.....
Lower " "	118,700	220,670
Illinois " "	1,000	.....
Ohio, Cumberland & Tennessee River.....	600	.....
Total pounds.....	433,163,900	492,337,230

Shipments of Canned Beef in 1897 were 3,046,600 pounds.						
"	"	"	"	1898	"	1,435,725
"	"	"	"	1899	"	3,538,360
"	"	"	"	1900	"	1,762,560
"	"	"	"	1901	"	2,419,140
"	"	"	"	1902	"	4,532,680
"	"	"	"	1903	"	1,342,475
"	"	"	"	1904	"	2,551,030
"	"	"	"	1905	"	2,127,330

**RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS
AND EAST ST. LOUIS.**

WINTER PACKING IN ST. LOUIS AND EAST ST. LOUIS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1904-1905.....	761,982	202.50 gross.	30.	\$4.75
1905-1904....	627,550	207.20 "	29.	4.80
1902-1903.....	508,828	208.89 "	27.60	5.63
1901-1902.....	642,080	182.98 "	30.	5.95
1900-1901.....	667,000	210 "	33.	5.08
1899-1900.....	613,683	210 "	30.10	4.80
1898-99.....	729,086	208 "	25.26	6.40
1897-98.....	526,440	205 "	32.	6.54
1896-97.....	412,588	214.26 "	28.47	6.80
1895-96.....	387,697	224.73 "	33.63	6.66

SUMMER PACKING AT ST. LOUIS.

SEASON.	Number of Hogs.	Average yield Lard.	Average gross weight.	Ave. cost per 100 lbs. gross.
1905.....	1,097,525	33.00	204.01	5.43
1904.....	1,146,610	36.11	210.86	5.45
1903.....	943,194	.....	207	.....
1902.....	760,000	.....	205	.....
1901.....	1,083,877	.....	190	.....
1900.....	989,500	.....	208	.....
1899.....	894,298	.....	207	.....
1898.....	861,200	.....	207.50	.....
1897.....	712,870	.....	212.77	.....
1896.....	676,975	.....	208.85	.....
1895.....	449,690	.....	220	.....

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1904-1905.....	1,908,592 hogs.
" " 1905-1904.....	1,579,744 "
" " 1902-1903.....	1,262,868 "
" " 1901-1902.....	1,725,407 "
" " 1900-1901.....	1,508,550 "
" " 1899-1900.....	1,507,951 "
" " 1898-99.....	1,690,298 "
" " 1897-98.....	1,208,619 "
" " 1896-97.....	1,039,538 "
" " 1895-96.....	887,877 "

GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1904-1905, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

SUMMER SEASON.		1904.	1905.
March 1 to November 1—			
Number of hogs packed.....		13,461,920	12,876,658
Increase.....		585,262	
Average live weight, lbs.....		223.08	221.08
Decrease.....		8.94	
Average yield of lard, lbs.....		23.39	23.56
Decrease.....		.19	
Percentage yield of lard.....		14.58	14.10
Increase.....		0.48	
Cost of hogs, 100 lbs., alive.....		\$8.16	\$8.11
Decrease.....			
Aggregate live weight, lbs.....			2,974,761,000
Increase.....			
Green meats made, lbs.....			1,685,806,000
Increase.....			
Lard made, lbs.....			419,467,000
Increase.....			
Total meats and lard, lbs.....			2,085,333,000
Increase.....			
Aggregate cost of hogs.....			\$181,690,000
Decrease.....			
Tierces of lard, 330 lbs.....			1,271,100
Increase.....			
Mess pork made, barrels.....			21,200
Decrease.....			
Other pork, barrels.....			191,000
Decrease.....			
Pork of all kinds, barrels.....			212,200

WINTER SEASON.		1904-05.	1905-06.
November 1 to March 1—			
Number of hogs packed.....		10,466,608	9,499,028
Increase.....		967,476	
Average live weight, lbs.....		221.73	223.46
Decrease.....		1.73	
Average yield of lard, lbs.....		21.77	23.12
Decrease.....		.36	
Percentage yield of lard.....		14.33	14.33
Decrease.....		.06	
Cost of hogs, 100 lbs., alive.....		\$4.67	\$4.74
Decrease.....		0.07	
Aggregate live weight, lbs.....		2,318,630,000	2,122,978,000
Increase.....		196,652,000	
Green meats made, lbs.....		1,298,488,000	1,188,808,000
Increase.....		109,686,000	
Lard made, lbs.....		382,244,000	305,250,000
Increase.....		76,974,000	
Total meats and lard, lbs.....		1,680,677,000	1,494,118,000
Increase.....		186,539,000	
Aggregate cost of hogs.....		\$108,283,000	\$100,685,000
Increase.....		\$ 7,598,000	
Tierces of lard, 330 lbs.....		1,006,700	925,000
Increase.....		81,700	
Mess pork made, barrels.....		54,000	77,800
Decrease.....		19,800	
Other pork, barrels.....		145,000	125,200
Increase.....		9,800	
Pork of all kinds, barrels.....		203,000	212,000

VITAL TRANSIT PACKING AND MARKETING OF HOGS.

Vital Western and Eastern packing and receipts of hogs at New York, Philadelphia and Baltimore for years ending March 1, according to returns to the Commercial Paper Bureau.

	1904-05	1905-06	1906-07	1907-08
Packed in the West	15,421,000	15,421,000	15,421,000	15,421,000
Receipts at New York	1,000,000	1,000,000	1,000,000	1,000,000
Receipts at Philadelphia	100,000	100,000	100,000	100,000
Receipts at Baltimore	100,000	100,000	100,000	100,000
Total	16,521,000	16,521,000	16,521,000	16,521,000

Source: Commercial Paper Bureau, New York.

Source: Commercial Paper Bureau, New York.

Year	1904-05	1905-06	1906-07	1907-08
1904-05	15,421,000	15,421,000	15,421,000	15,421,000
1905-06	15,421,000	15,421,000	15,421,000	15,421,000
1906-07	15,421,000	15,421,000	15,421,000	15,421,000
1907-08	15,421,000	15,421,000	15,421,000	15,421,000

SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gr. wt.	Av. Yield Lard.
1886	4,644,008	238.95	34.81
1887	5,611,538	237.00	30.98
1888	5,815,139	231.68	31.85
1889	6,881,501	245.28	35.94
1890	9,540,008	238.47	36.39
1891	6,626,398	231.76	31.39
1892	7,757,110	232.43	31.38
1893	6,721,000	240.41	34.64
1894	8,812,125	239.98	33.05
1895	8,194,838	238.52	33.10
1896	9,979,898	240.76	40.61
1897	11,760,478	239.13	36.41
1898	12,981,550	231.26	32.34
1899	12,542,943	231.46	35.06
1900	14,822,924	228.74	34.13
1901	15,071,480	219.48	31.11
1902	12,146,965	228.11	31.84
1903	12,876,658	231.08	32.58
1904	13,461,920	232.09	32.39
1905	15,078,694	221.72	30.35

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1.

Years.	Summer.	Winter.	Total.
1904-1905	13,461,920	10 08 26	13
1903-1904	12,876,658	9 28 32	11
1902-1903	12,146,965	8 00 20	13
1901-1902	15,071,480	10 36 25	14
1900-1901	14,822,924	9 50 23	17
1899-1900	12,542,943	8 79 22	13
1898-99	12,981,550	9 45 23	10
1897-98	11,760,478	8 35 20	11
1896-97	9,979,898	6 30 16	12
1895-96	8,194,838	6 30 15	

PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

YEAR.	Summer.	Winter.	12 Months.
1904-1905	1,000,000		2,358,000
1903-1904	1,000,000		2,781,000
1902-1903	1,000,000		2,746,000
1901-1902	1,000,000		2,749,000
1900-1901	1,000,000		2,780,000
1899-1900	1,000,000		2,092,000
1898-99	1,000,000		2,164,000
1897-98	1,000,000		2,072,100
1896-97	1,000,000		2,790,900
1895-96	1,000,000		2,602,800
1894-95	1,000,000		2,098,500
1893-94	1,668,205		2,701,284
1892-93	1,968,720		2,016,080
1891-92	1,658,409		2,773,188
1890-91	1,478,861		2,540,161
1889-90	1,878,520		2,338,833
1888-89	1,381,069	899,494	2,090,563
1887-88	1,806,849	951,708	2,358,557

TOTAL YEARLY PACKING AND MARKETING OF HOGS.

Total Western and Eastern packing, and receipts of hogs at New York, Philadelphia and Baltimore, for years ending March 1, according to returns to the Cincinnati Price Current.

	1904-05.	1906-04.	1902-03.	1901-02.
Packed in the West	22,918,000	22,875,000	20,605,000	25,411,000
Packed at Boston.....	1,802,000	1,252,000	1,450,000	1,406,000
Other New England packing	818,000	688,000	620,000	730,000
Packed at Buffalo	628,000	541,000	455,000	332,000
Other Eastern packing.....	420,000	355,000	270,000	291,000
Receipts, New York, Philadelphia, Baltimore	2,815,000	461,000	1,945,000	2,285,000
Total	29,691,000	27,617,000	26,245,000	30,395,000

WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1881-82.....		210.10	36.44	6.06
1882-83.....		213.62	35.42	6.36
1883-84.....		201.15	32.26	6.16
1884-85.....		206.51	36.02	4.20
1885-86.....		208.86	36.22	3.60
1886-87.....		251.81	32.54	4.19
1887-88.....		243.80	31.06	5.94
1888-89.....		263.46	34.76	4.90
1889-90.....		259.92	36.87	8.06
1890-91.....		290.75	33.46	6.64
1891-92.....		267.64	34.64	8.91
1892-93.....		287.73	31.66	6.34
1893-94.....		248.20	36.67	6.26
1894-95.....		222.73	28.62	4.20
1895-96.....		240.71	25.53	8.02
1896-97.....		244.80	36.94	8.30
1897-98.....		256.83	34.73	6.52
1898-99.....	9,720,145	262.65	36.53	6.53
1899-1900.....	8,676,878	285.67	35.97	6.20
1900-1901.....	9,277,750	220.51	34.16	5.62
1901-1902.....	10,840,196	206.88	31.20	5.97
1902-1903.....	8,456,806	224.06	31.92	6.44
1903-1904.....	9,499,028	228.46	32.18	4.74
1904-1905.....	10,456,608	221.73	31.77	4.67

SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gro. wt.	Av. Yield Lard*
1886	4,644,008	288 98	34.61
1887	5,611,524	227 00	30.96
1888	6,315,129	231 88	31.86
1889	6,881,501	246.28	35.94
1890	9,540,908	238.47	36.30
1891	8,496,898	231.76	31.39
1892	7,757,110	222.43	31.33
1893	6,791,000	240 41	34.64
1894	8,813,125	239.88	33.06
1895	8,194,835	226.52	33.19
1896	9,979,898	240 76	40.61
1897	11,760,475	239.12	35.41
1898	12,981,550	231.36	33.74
1899	12,542,948	231.46	35.09
1900	14,822,924	228 74	34 13
1901	15,071,490	219.48	31.81
1902	12,146,966	228.11	31 34
1903	12,876,688	231.08	33.56
1904	13,461,920	222.09	32.89
1905	15,079,694	221.72	33 26

YEARLY COMPARISONS—NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1.

Years.	Summer.	Winter.	Winter.	Total.
1904-1905	13,461,920	10,456,508	7,191,929	31
1903-1904	12,876,688	9,499,028	4,894,692	11
1902-1903	12,146,966	8,456,600	4,619,590	13
1901-1902	15,071,490	10,840,196	7,761,316	14
1900-1901	14,822,924	9,277,780	8,173,136	17
1899-1900	12,542,948	9,878,879	6,863,902	13
1898-99	12,981,550	9,720,145	6,469,852	10
1897-98	11,760,475	8,440,786	5,921,181	11
1896-97	9,979,898	6,949,080	6,469,899	12
1895-96	8,194,835	6,815,800		15

PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

YEAR.	Summer.	Winter.	12 Months.
1904			
1903			
1902			
1901			
1900			
1899			
1898			
1897			
1896			
1895			
1894			
1893			
1892			
1891			
1890			
1889			
1888			
1887			

EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1905.

As reported by MR. O. P. AUSTIN, Chief of Bureau of Statistics, Washington, D. C.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or Pickled, or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
Baltimore	4,067,792	239,260	6,494,184	4,531,549	29,807,986	6,650,992	9,508,125	119,681,419
Boston and Charlestown.	4,760,367	100,139,458	4,462,424	8,736,148	20,864,551	62,808,291	67,268,804	72,244,849
Newport News	603,135	.....	.....	855,357	12,728	985	265,351	18,457,052
New York	80,491,231	142,931,055	49,845,224	40,721,446	176,922,068	58,290,859	36,965,688	284,126,684
Norfolk and Portsmouth.	120,350	.....	61,118	747,553	.....	.....	80,750	15,749,648
Philadelphia	4,566,627	5,859,356	1,975,071	6,708,174	6,989,703	1,538,301	485,864	34,280,379
Portland, Falmouth, Me.	1,068,809	4,062,586	311,483	929,993	16,486,084	15,652,360	8,971,080	8,474,904
Galveston	1,508,153	.....	290,222	584,805	33,212	20,959	317,692	16,483,968
Mobile	135,224	.....	133,996	42,421	44,462	1,870,183	4,066,530	7,723,899
New Orleans	5,953,017	28,581	730,734	10,945,806	285,845	1,780,055	4,742,215	81,166,936
Puget Sound	2,989,550	46,042	2,558,045	2,814,772	1,521,333	1,502,220	115,891	1,026,567
San Francisco	11,527,614	8,151	1,795,514	7,722,661	619,483	401,460	200,323	1,691,169
Other Districts	7,406,166	1,145,759	5,331,529	1,362,131	45,218,053	56,722,861	16,293,031	45,569,713
Total Exports, 1905	75,208,035	254,360,193	73,964,544	81,702,816	297,815,453	207,244,526	149,280,844	701,679,162
" .. 1904	61,158,326	262,328,700	54,618,013	62,708,788	252,484,228	188,284,123	121,444,669	563,520,159
" .. 1903	66,737,781	293,401,843	53,164,546	63,543,840	213,519,817	206,493,949	127,992,778	535,375,757
" .. 1902	81,862,981	242,015,098	47,198,997	21,365,465	270,141,141	224,982,389	129,433,963	504,160,555
" .. 1901	53,239,582	354,431,781	52,523,512	51,843,309	447,620,887	230,456,004	168,195,115	607,266,176
" .. 1900	51,915,745	326,356,576	56,351,147	92,555,436	469,924,828	198,328,048	166,491,822	609,473,872
" .. 1899	49,393,213	322,635,630	46,065,647	197,084,411	558,005,888	216,646,559	171,615,143	690,068,699
" .. 1898	37,866,632	267,458,906	43,724,793	06,810,190	619,683,235	220,011,750	147,231,864	736,636,222
" .. 1897	42,804,331	279,832,590	43,854,117	55,619,096	578,082,822	171,956,663	72,949,539	693,260,611
" .. 1896	61,169,927	282,925,463	35,893,296	85,449,093	436,859,660	166,912,852	63,859,513	526,320,203
" .. 1895	61,463,112	184,358,114	65,092,722	24,377,117	455,560,851	110,360,526	70,129,941	517,388,756
" .. 1894	59,524,794	204,314,900	65,360,094	34,576,567	440,544,068	95,945,141	63,675,407	479,703,309

WEEKLY PRICES OF PROVISIONS FOR 1905.

DATE.	PORK.		LARD.		D. & CLEAN HIDE.	BACON. CLEAN HIDE.
	Meas.		Prime Steam.		Boxed.	Packed.
		Per Barrel.		Per 100 Lbs.	Per	Per 100 Lbs.
January 7.....		\$11.15 @12.40		\$ 6.40	\$ 6 87	\$ 7.62½
14.....		11.87½ 12.62½		6.82½		7.62½
21.....		11.57½ 12.82½		6.87½		7.62½
28.....		11.82½		6.85		7.50
February 4.....		12.12½		6.85		7.50
11.....		12.15		6.40		7.50
18.....		12.10		6.40		7.50
25.....		11.77½		6.85		7.87½
March 4.....		11.92½		6.47½		7.87½
11.....		11.87½		6.50		7.50
18.....		12.87½		6.55		7.62½
25.....		12.30		6.62½	7.00	7.62½
April 1.....		12.22½		6.62½	7.12½	7.62½
8.....		12.32½		6.70	7.87½	7.87½
15.....		12.25		6.75	7.87½	7.87½
22.....		12.45		6.67½	7.25	7.87½
29.....		11.85		6.57½	7.12½	7.75
May 6.....		12.22½		6.67½	7.87½	8.00
13.....		12.85		6.72½	7.87½	8.00
20.....		12.67½		6.82½	7.50	8.12½
27.....		12.55		6.72½	7.50	8.12½
June 3.....		12.60		6.72½	7.50	8.12½
10.....		12.65		6.67½	7.50	8.25
17.....		12.87½		6.72½	7.75	8.62½
24.....		12.65		6.72½	7.75	8.62½
July 1.....		12.95		6.70	8.00 @8.12½	8.75 @8.87½
8.....		13.00		6.65	8.12½	8.87½
15.....		13.05		6.65	8.25	9.00
22.....		13.02½		6.67½	8.67½	9.12½
29.....		13.30		6.72½	8.87½	9.12½
August 5.....		13.67½		6.95	8.50	9.25
12.....		14.87½		7.80	8.87½	9.62½
19.....		14.15		7.80	9.00	9.75
26.....		14.97½		7.55	9.12½	9.87½
September 2.....		15.45		7.57½	9.12½	9.87½
9.....		15.10		7.27½	9.00	9.75
16.....		15.45		7.82½	8.87½	9.62½
23.....		13.67½		7.27½	8.75	9.62½
30.....		14.75		6.92½	8.62½	9.50
October 7.....		15.20		6.92½	8.62½	9.50
14.....		15.00		7.00	8.75	9.50
21.....		15.00		6.90	8.25	9.00
28.....		15.00		6.90	8.00	8.75
November 4.....		14.75		6.80	8.00	8.75
11.....		14.25		6.85	7.75	8.50
18.....		14.25		6.85	7.75	8.50
25.....		14.75		6.85	7.75	8.50
December 2.....		14.25		7.00	7.75	8.50
9.....		14.00		7.27½	7.87½	8.62½
16.....		13.50		7.30	7.75	8.50
23.....		13.75		7.80	7.75	8.50
30.....		14.00		7.25	7.75	8.50

LIVE STOCK.

By E. S. MCINTYRE, Assistant Editor of the Daily National Live Stock Reporter.

Another very satisfactory year was experienced in the St. Louis Live Stock trade. The receipts of hogs were the largest ever received, the arrivals amounting to 2,407,336 head, exceeding the previous high record of 1904 by close to 50,000. The receipts of cattle, sheep and horses and mules were not quite equal to 1904, but were close to it and the second largest in the history of the market. The total number of head of all classes of live stock amounted to 4,542,141, but 20,000 less than the previous high total and twice the number received ten years ago.

The trade also experienced a good active demand throughout the year and while the receipts have increased rapidly during the past few years, the demand has grown equally as fast if not faster, and the cry in every branch of the trade is for increased supplies. Each of the large packing houses have increased their capacities and the local butchers have also increased in numbers and are now giving the market much more strength than ever before. Eastern slaughterers have also recognized St. Louis as the most available point to secure supplies, and orders have poured in to a much greater extent than any previous year. The horse and mule trade as well as that of other branches of live stock has grown rapidly during the past few years.

NATIVE CATTLE.

More native cattle were received during 1905 than ever before, and they also averaged better in quality than usual, but at the same time a large number of thin and half fat cattle arrived and choice fat cattle were a little scarce, and of course, sold on a high basis throughout the entire year, but the well fattened yearlings and steers in the medium weight class were the best sellers as there was a greater number of buyers for them than any other grade. Values did not show any great change from the previous year and the range in prices during the entire year was not near so great as some former years. Prices of the best steers will be found on another page by weeks for the full year, which will give a good idea as to the market and the changes that took place in values. It will be noticed by reference to this table that the year closed on about the same basis it opened and that the high periods were during April and May and the first half of December.

One branch of the native cattle trade that has grown rapidly is that of feeders and stockers. Stock men throughout Illinois, Indiana and

Ohio of recent years, especially during the last two or three, have visited this market to a much greater extent than ever before and secured thin cattle, which they took home with them and fattened and either returned here for slaughter or sent to Eastern markets. Farmers having a surplus of good young thin cattle will at all times be able to dispose of them here at much more satisfactory prices than at home.

SOUTHERN CATTLE.

St. Louis continues to stand at the head of the list as a market for Southern cattle, selling more than 60 per cent of the number marketed, and more were received during 1905 than ever before, but still not sufficient to meet the demand. The increase of receipts of Southern cattle was due to the large numbers received from Arkansas, Indian Territory and Texas, as other states did not send in as many as usual. About 20,000 cars of Southern cattle were received, containing nearly 600,000 head. The fact that this market receives and sells more than half of all the Southern cattle sent to market is sufficient proof that values received for them are higher than any where else.

HOGS.

The year 1905 was the banner year at St. Louis in the hog trade, the receipts amounting to 2,407,336, and the largest number ever received by nearly 50,000, which shows that the farmers in the territory tributary to this market have fully recovered from the set back received during the dry year of 1901 and have restocked their farms on a larger scale than before. Of course, the good crops of corn during the past two years has served to assist them in a great measure. Missouri continues to furnish more than half of the hogs that come to this market, sending in last year 1,413,952 head.

The market at all times during the year was in a good, strong active condition, and prices realized by shippers averaged much higher than those paid at competing markets for all classes, but especially for the good, nice, smooth, solid, strictly corn fed hogs, weighing from 200 lbs. up, as it is a well known fact that the large number of local butchers operating in St. Louis gives the trade much more competition than any where else, and there are more small butchers operating than ever before.

The demand from the East for good, nice, light weight hogs, was also larger than any previous year, and not more than half of the time were buyers able to get as many as they wanted. At least 3,000,000 hogs are needed during 1906 to meet the demands from all sources, but they should be good quality and corn fed. Trashy hogs, like any other article of commerce, are extremely slow sale, and prices realized usually unsatisfactory.

SHEEP.

The sheep trade during 1905 was the same old story, which briefly told, was that the receipts were not half of the time sufficient to meet the

demand, and consequently compared with other markets, values received by shippers were extra good. While the receipts were by far too small, the number received was the second largest on record. No branch of the live stock trade has grown so rapidly as the sheep market and stockmen are just beginning to realize that sheep afford better opportunities to make money than any other class of stock, and territory tributary to St. Louis is now raising more sheep than ever before. Values of sheep during 1905 averaged higher than any year during the past ten, and until the supply of sheep is increased considerably in the United States will remain so. One cause for the advance in prices of sheep during the past two years was the advance in wool, which is fully 50 per cent higher than five years ago.

HORSES AND MULES.

Not quite as many horses and mules were received as during 1904, but more than any other year and more than twice the number received any year prior to 1896, and St. Louis continues to be the largest horse and mule market in the world. The market was in a good, active condition at all times and prices averaged higher than was ever known on the best kinds. Good draft horses and drivers were in extra good demand and sold for much more satisfactory prices at all times than the plainer kinds. More buyers were to be seen on the market from both Eastern and Southern States than ever before, which of course, gave life to the trade.

The mule trade was also on a very satisfactory basis and more mules were sold than ever before. Mule buyers from all quarters know that they can quickly get any number of any kind of mules on this market and during recent years instead of running all over the country picking up small bunches, now come here and in one day secure what used to take a month to get together. Dealers carry from 10,000 to 20,000 mules at all times and of course all grades can be easily secured from them. Values during 1905, like those paid for horses, were the highest ever known.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES
FOR THIRTY-SIX YEARS.**

YEAR.	RECEIPTS.	SHIPMENTS.			
		Cattle.	Sheep.	Hogs.	Horses & Mules.
1845.....		87, 72	9	2	52 78 170,480
1846.....		84, 34	10	0	41 76 171,076
1847.....		85, 98	8	3	28 00 117,135
1848.....		84, 31	7	1	16 94 98,425
1849.....		28, 49	7	3	40 24 119,988
1850.....		20, 98	6	9	51 51 147,468
1851.....		22, 77	9	3	57 67 106,773
1852.....		28, 19	12	4	57 51 117,608
1853.....		36, 64	21	9	83 19 97,548
1854.....		35, 87	25	2	88 63 121,303
1855.....		27, 33	11	3	60 19 81,926
1856.....		28, 60	9	6	64 99 67,584
1857.....		47, 86	23	8	57 46 55,981
1858.....		46, 38	24	5	71 60 49,077
1859.....		46, 94	27	8	70 78 66,891
1860.....		36, 06	25	3	66 71 79,086
1861.....		29, 79	25	5	43 10 65,899
1862.....		33, 06	31	5	29 60 61,192
1863.....		27, 06	28	3	82 35 69,223
1864.....		21, 68	20	8	62 62 39,798
1865.....		28, 49	23	1	78 67 35,619
1866.....		31, 33	24	3	67 74 39,544
1867.....		24, 23	21	0	60 88 44,543
1868.....		188,486	24	1	26 64 46,265
1869.....		298,092	17	5	58 09 43,794
1870.....		228,679	8	1	77 69 44,416
1871.....		226,250	2, 3	66	69 69 39,947
1872.....		361,723	74,433	59	27 30,667
1873.....		361,600	67,600	31	67 25,157
1874.....		390,480	67,686	24	78 28,801
1875.....		216,701	87,784	12	29 26,675
1876.....		236,678	35,577	45	10 30,292
1877.....		180,662	18,902	23	78
1878.....		164,870	29,540	16	00
1879.....		180,018	87,468	11	18
1880.....		129,749	11,649	1	66

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1905.**

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT INDEPENDENT STOCK
YARDS FOR THE YEAR 1905.**

ROUTE.		a.	Sheep.	Horses and Mules.	Total.	Cars.
Wabash		57	15,558	4,759	189,745	8,529
Chicago, Burlington & Quincy		90	2,258	1,205	129,425	1,819
Frisco		54	693	528	21,208	625
Missouri Pacific		57	9,269	528	59,878	1,488
Missouri, Kansas & Texas		58	898	281	42,210	908
Iron Mountain & Southern,		14	716	99	6,192	184
Rock Island		15	1,248	265	9,218	175
Terminal		43	9,972	73	57,197	768
Chicago & Alton		01	1,584	4	2,161	19
Vandalia				16	218	12
Big Four	106	498	105	22	725	12
Louisville & Nashville	487			15	502	28
Toledo & St. Louis				25	25	1
Steamboats	11,984	78,226	11,115	58	101,884	.....
Driven in	1,745	955	89	.....	2,799	.....
Totals	186,861	408,252	68,483	7,897	608,822	9,486

SHIPMENTS.

	24,422	88,095	4,572	7,208	124,297
--	--------	--------	-------	-------	---------	-------

WEEKLY PRICES OF LIVE STOCK FOR 1905.

From Daily National Live Stock Reporter.

Week Ending.	CATTLE.		HOGS.		SHEEP.	
	Best Native Steers.	Best South-ern Steers.	Top.	Bulk.	Best Lambs.	Best Sheep.
January 7.....	\$5 40	\$4 55	\$4 75	4 50@4 65	\$7 00	\$5 15
14.....	5 50	5 20	4 90	4 52 4 80	7 40	6 25
21.....	5 15	4 75	4 80	4 52 4 70	7 55	5 50
28.....	5 85	4 80	5 02	4 60 4 92	7 55	5 50
February 4.....	5 15	4 70	4 97	4 55 4 87	7 40	5 50
11.....	5 65	4 85	5 10	4 65 5 00	8 00	5 75
18.....	6 00	4 75	5 20	4 75 5 15	8 10	6 00
25.....	5 50	4 80	5 10	4 75 5 00	7 90	6 15
March 4.....	5 60	4 75	5 20	4 85 5 12	7 55	6 25
11.....	5 65	5 00	5 25	4 90 5 17	7 70	6 00
18.....	5 60	4 75	5 35	4 90 5 30	7 50	6 85
25.....	5 50	5 10	5 50	5 15 5 47	7 40	6 05
April 1.....	5 90	6 00	5 57	5 20 5 47	7 20	5 90
8.....	6 25	5 65	5 70	5 30 5 60	7 25	6 75
15.....	6 75	6 00	5 67	5 30 5 57	7 25	5 60
22.....	6 65	5 80	5 60	5 35 5 52	6 25	5 60
29.....	6 50	7 00	5 65	5 00 5 55	6 35	5 25
May 6.....	6 85	5 00	5 60	5 05 5 55	6 85	5 00
13.....	6 50	5 75	5 57	5 25 5 50	6 25	5 00
20.....	6 50	5 90	5 57	5 20 5 45	6 75	5 40
27.....	5 85	5 60	5 55	5 30 5 50	8 25	5 00
June 3.....	6 50	5 15	5 40	5 20 5 37	7 35	4 85
10.....	6 00	4 75	5 42	5 30 5 37	7 25	5 00
17.....	6 00	4 50	5 42	5 17 5 40	7 25	4 80
24.....	5 25	4 65	5 42	5 15 5 37	6 75	4 85
July 1.....	5 55	4 65	5 65	5 30 5 55	7 70	5 00
8.....	5 85	4 55	5 75	5 40 5 67	7 85	5 10
15.....	5 85	4 75	5 80	5 40 5 75	7 85	5 50
22.....	5 50	4 30	6 05	5 75 6 00	7 85	5 25
29.....	5 55	4 20	6 10	5 70 6 05	7 35	5 25
August 5.....	5 50	4 65	6 20	5 70 6 12	7 00	4 60
12.....	5 60	4 15	6 30	6 00 6 25	7 10	4 85
19.....	5 50	4 00	6 35	6 00 6 30	7 25	5 00
26.....	5 70	4 25	6 35	6 00 6 30	7 25	5 20
September 2.....	5 70	3 70	6 35	5 90 6 25	7 40	5 00
9.....	6 25	3 70	6 00	5 80 5 92	7 25	5 00
16.....	6 35	3 60	5 72	5 20 5 60	7 50	5 00
23.....	5 90	3 55	5 75	5 25 5 57	7 50	5 00
30.....	5 50	3 55	5 70	5 20 5 60	7 50	5 00
October 7.....	6 15	3 80	5 60	5 20 5 50	7 50	5 25
14.....	6 10	3 85	5 55	5 20 5 42	7 75	5 50
21.....	6 15	3 75	5 45	5 15 5 37	7 75	5 50
28.....	6 00	3 85	5 40	4 85 5 25	7 50	5 60
November 4.....	5 90	3 75	5 15	4 82 5 05	7 50	5 75
11.....	6 15	3 65	5 12	4 75 5 00	7 40	5 40
18.....	5 40	4 25	5 05	4 65 4 95	7 25	5 25
25.....	6 15	....	4 95	4 70 4 90	7 50	5 25
December 2.....	5 50	4 00	5 02	4 60 4 90	7 50	6 00
9.....	6 75	3 75	5 15	4 60 5 02	8 00	6 00
16.....	7 10	4 25	5 00	4 75 4 95	7 75	6 00
23.....	5 65	4 80	5 10	4 80 5 07	7 60	5 50
30.....	5 50	4 00	5 30	5 00 5 25	....	....

TOBACCO.

LEAF.

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts, Hbds.	Receipts, Pkgs.	Shipments, Hbds.
1906	53,581	10,188	3,576
1904	53,712	11,422	1,845
1903	51,403	11,578	1,509
1902	56,584	11,027	1,344
1901	52,127	9,698	1,775
1900	44,914	13,987	1,406
1899	66,802	11,586	5,659

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff, cigars and cigarettes. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

MANUFACTURED.

St. Louis maintains its position as the place where more tobacco is manufactured annually, and whose brands are more widely known, than any other place in the world. The amount manufactured in the First Missouri district, in 1905, of which nearly the entire amount is the output of St. Louis factories, shows a slight falling off from the previous year, being 65,001,781 pounds, compared with 65,832,529 pounds in 1904. In addition to the amount manufactured 12,837,210 pounds were received from other points, making the total business of the year 77,838,991 pounds. Shipments were 90,455,885 pounds.

The number of cigars manufactured was 46,669,302, while the total sold in St. Louis in 1905 is estimated at 380,000,000, of an average value of \$4.00 per hundred. The total value of tobacco and cigars sold is estimated at \$42,000,000.

According to the report of the Commissioner of Internal Revenue the total amount of tobacco manufactured in the United States in 1904—the last available date—was 353,686,574 pounds, of which the First Missouri district manufactured 68,071,483 pounds, or nearly 17%.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1904,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

YEAR.	Tobacco, manufactur'd pounds.	Amount Tax Paid.
Calendar 1891	58,884,436	\$2,023,085 34
" 1892	57,677,351	2,488,641 08
" 1893	50,485,947	2,627,998 97
" 1894	57,097,445	2,425,848 78
" 1895	57,447,310	2,448,578 80
" 1896	53,134,513	2,186,070 78
" 1897	62,526,239	2,765,298 74
" 1898	64,836,621	2,633,742 98
" 1899	66,873,197	2,000,788 62
" 1900	79,234,959	2,515,895 18
" 1901	62,010,868	2,875,848 33
" 1902	62,596,541	2,495,305 34
" 1903	60,875,428	2,852,525 71
" 1904	65,682,529	2,949,951 77
" 1905	65,001,781	2,020,548 99

The manufactures of the past five years can be classified as follows:

	1905. Pounds.	1904. Pounds.	1903. Pounds.	1902. Pounds.	1901. Pounds.
Plug Chewing Tobacco....	52,779,948	53,801,515	75,940,745	77,858,941	76,285,713
Fine Cut.....				12,256	31,578
Smoking	8,497,954	6,981,014	5,014,688	5,231,944	5,688,781
Twist	4,228,984				
Snuff.....	9,659	10,501	10,598	10,424	14,585
Total....	65,001,440	65,845,030	90,966,031	92,804,965	92,026,571

CIGARS MANUFACTURED IN ST. LOUIS.

YEAR.	Manufac- tured.	Amount of Tax Paid.
Calendar 1891	53,374,983	\$159,825 95
" 1892	54,964,376	170,983 12
" 1893	53,787,180	161,318 67
" 1894	51,485,589	154,306 89
" 1895	46,078,529	147,321 03
" 1896		141,878 45
" 1897		135,647 29
" 1898		158,891 01
" 1899		178,808 96
" 1900		200,418 17
" 1901		193,873 99
" 1902	50,144,004	160,498 78
" 1903	62,196,000	195,879 14
" 1904	63,324,510	191,478 58
" 1905	49,649,802	165,564 34

TOBACCO, CIGARS AND SNUFF, MANUFACTURED IN ST. LOUIS FOR SIX YEARS.

	1905.	1904.	1903.	1902.	1901.	1900.
Tobacco, lbs.....	65,001,781	65,839,529	60,875,428	61,754,259	60,795,933	76,179,659
Cigars, M.....	49,669	63,624	63,198	46,181	46,826	65,549
Cigarettes, M....	625	745	640	5,514	11,500	57,625
Snuff, lbs	9,659	10,501	10,598	10,424	14,500	14,981

BAGGING AND COTTON TIES.

Notwithstanding a much smaller crop of Cotton compared with previous years, the manufacturers report a very satisfactory gain in the amount of bagging manufactured and shipped in 1905.

RECEIPTS OF JUTE FOR SIX YEARS

RECEIPTS.	1905.	1904.	1903.	1902.	1901.	1900.
Jute, bales.....	55,277	38,535	63,328	76,610	51,633	37,313

SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1905.	1904.	1903.	1902.	1901.	1900.	1899.	1898.	1897.
Bagging, pcs.....	340,129	181,590	155,932	261,320	231,113	212,619	256,312	273,641	305,679

BAGGING MANUFACTURED.

1905.....	15,000,000 yards.
1904.....	11,500,000 "
1903.....	10,400,000 "
1902.....	11,000,000 "
1901.....	12,500,000 "
1900.....	9,975,655 "
1899.....	12,278,500 "
1898.....	12,500,000 "
1897.....	9,000,000 "
1896.....	8,000,000 "
1895.....	11,700,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1905.....	00 yards.
" 1904.....	00 "
" 1903.....	00 "
" 1902.....	00 "
" 1901.....	00 "
" 1900.....	45 "
" 1899.....	00 "
" 1898.....	00 "
" 1897.....	00 "
" 1896.....	00 "
" 1895.....	00 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1905.....	12,939	.....
1904.....	17,065	.....
1903.....	1,775	.....
1902.....	45,080	.....
1901.....	8,708	335,400
1900.....	12,783	639,400
1899.....	10,750	537,500
1898.....	93,645	4,632,360
1897.....	33,878	1,733,900
1896.....	42,129	2,103,450
1895.....	3,030	151,000

NAVAL STORES.

Receipts of Turpentine were less than for a number of years, while Rosin, Tar and Pitch somewhat increased. Prices of Turpentine and Rosin were higher, occasioned by the increased value of timber lands in the South, and dealers do not look for lower prices the coming year.

	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch.
1905—303 bbls., 125 tanks.—	15,960	89,740	= 168,270	7,400
1904—30 bbls., 175 tanks. —	21,000	82,435	= 146,000	6,894
1903.....	25,529	81,560	= 145,000	20,311
1902.....	20,456	81,005	= 122,000	5,399
1901.....	26,077	90,961	= 138,066	4,596
1900.....	18,000	73,197	= 104,000	10,120
1899.....	16,000	59,620	= 89,430	6,878
1898.....	21,034	87,846	= 134,606	7,028
1897.....	18,019	76,831	= 109,758	7,100
1896.....	16,981	49,902	= 75,098	8,475
1895.....	14,752	49,350	= 73,144	12,240
1894.....	17,314	57,456	= 82,080	8,170
1893.....	15,679	44,870	= 51,375	12,048
1892.....	19,890	53,738	= 76,947	10,213
1891.....	19,470	56,322	= 75,322	5,679
1890.....	15,686	48,900	= 68,699	5,157
1889.....	18,900	49,397	= 69,300	4,167
1888.....	17,622	47,052	= 68,250	5,516
1887.....	18,262	45,231	= 66,200	8,675
1886.....	18,912	33,742	= 72,000	5,095
1885.....	13,125	48,273	= 66,860	7,343

On account of the high prices, the receipts and sales of Turpentine decreased last year. The price ranged from \$55½ cents to 73 cents per gallon, and the price of Rosin ranged as follows:

"D," "E," "F".....	\$2.60	to \$4.70
"G".....	3.05	" 4.75
"H".....	3.25	" 4.80
"I".....	3.40	" 4.85
"K".....	3.70	" 5.10
"M".....	3.75	" 5.40
"N".....	3.80	" 5.85
"WG".....	3.80	" 6.05
"WW".....	3.85	" 6.15

LEAD AND SPELTER.

By John Wahl Commission Co.

LEAD.

In line with nearly all other staple metals Lead has seen great prosperity during the year 1905. Not many changes are reported in the production, which shows an increase, especially in the Idaho district, where great activity was displayed, which was interrupted only for a short time in the early part of the year owing to the scarcity of the water supply for the concentrating mills. Consumption throughout the year was extremely heavy. There was a heavy drain on the light stocks in existence, which exhausted them completely with the result that towards the end of the year better prices had to be paid by belated manufacturers and consumers who had not covered their requirements in due time. In other words "Procrastination proved to be the thief of time."

At the beginning of the year the price of Lead in St. Louis was about \$4.52½, but more or less unexpectedly these quotations were reduced on January 23rd to \$4.37½. With very slight variations these figures remained for several months and it was not until the end of July that the opening prices of the year were again established. From then on prices advanced rather quickly without putting any damper on the demand, which on the contrary became stronger and stronger as the year advanced, at the close of which prices were \$5.52½ St. Louis for desilverized, and about \$5.87½ for Missouri brands.

The total productions for the year 1905 appear to have been about 342,000 tons against 302,000 tons for the year 1904. Of this amount about 206,000 tons was Argentiferous Lead, 105,000 tons was Missouri Lead and 11,000 tons was Antimonial Lead.

ZINC.

The Zinc industry of the United States in 1905 was characterized by a large production and high range of prices for Spelter and a shortage in the ore supply which caused the market for raw material to hold at a very high level. The year therefore was extremely prosperous to the producers of ore.

Ore was shipped in 1905 from the Colorado district, New Mexico, Arizona, Nevada, Idaho and Montana. Important supplies were also shipped from British Columbia and to a larger extent from Mexico.

SPELTER.

The production of Spelter for the year 1905 was something like 200,000 short tons against 182,000 tons in 1904, showing the production during the last year the largest on record. Violent fluctuations of the Spelter market played an important part in the history of the year's business. Prices at the beginning of 1905 were nominally \$6.05 St. Louis. On account of the softening of the ore market during February, Spelter declined about 1 cent a pound. This decline attracted a good many buyers who received further encouragement by quite an improvement in the galvanizing industry.

Quotations at the end of July were about \$5.35 St. Louis, but further impetus was given the market by reports from Joplin in the falling off of the ore supply, and the market advanced to \$5.60 St. Louis. During the last half of the year prices slowly advanced and the market closed at 6½ cents a pound St. Louis.

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

RECEIVED BY	1903.	1904.	1905.
..	585	.....	.....
..	483,445	505,075	552,900
..	75,000	65,000	186,500
..	58,920	151,600	.....
..	.....	2,400	.....
..	187,705	145,786	99,000
..	1,078,600	180,620	1,000,766
..
..	.....	650	1,215
..	.....	2,420	2,585
..	.....	925	.....
..	36,055	1,110	.....
..	58,640	81,495	86,719
..	26,975	125,015	854,075
..	171,185	74,600	.....
..	620	84,765	225,780
TOTAL.....	2,187,985	2,878,540	2,407,606

SHIPMENTS OF WHITE LEAD.

POUNDS.	POUNDS.	POUNDS.
1904.....38,660,975	1903.....30,443,580	1902.....69,430,975
1905.....42,808,950	1904.....49,460,200	1901.....40,907,480
1906.....40,350,600	1905.....50,710,660	1904.....78,380,580
1907.....30,968,015	1901.....59,670,720	1905.....63,214,440

MONTHLY PRICES OF LEAD AND SELLER FOR TWO YEARS.

MONTH.	LEAD.		SELLER.	
	1903.	1904.	1903.	1904.
January.....	4 85 @ 4 70	4 15 @ 4 50	5 00 @ 5 40	4 67½ @ 4 77½
February.....	4 85 4 47½	4 27½ 4 40	5 97½ 5 83½	4 68 4 62½
March.....	4 85 4 51½	4 40 4 47½	5 70 5 40	4 98 4 95
April.....	4 47½ 4 50	4 40 4 45	5 72½ 5 65	4 95 5 10
May.....	4 40 4 52½	4 20 4 42½	5 13½ 5 70	4 65 5 07½
June.....	4 40 4 52½	4 07½ 4 20	5 05 5 17½	4 60 4 80
July.....	4 67½ 4 80	4 00 4 25	5 07½ 5 47½	4 75 4 80
August.....	4 50 4 88	4 00 4 15	5 50 5 24	4 75 5 08
September....	4 75 4 85	4 10 4 15	5 65 5 15	4 90 5 00
October.....	4 80 5 17½	4 12½ 4 20	5 77½ 5 13½	4 90 5 25
November.....	5 12½ 5 60	4 20 4 55	5 00 5 25	5 15 5 65
December.....	5 60 5 90	4 53½ 4 62½	5 20 5 50	5 65 6 00

WOOL, FURS AND HIDES.

By Funsten Bros. & Co.

WOOL.

The St. Louis Wool Market has had another very successful year, but the year 1905 was not as satisfactory as that of the previous year. It is hardly fair, however, to make a comparison with the year of 1904, as that was one of the few boom years in the history of the trade. The larger operators in Territory and Western wools had a much more successful season than those who confined their operations entirely to domestic or fleece wools. Many of the St. Louis merchants contracted wools in 1904 on the sheep's back for delivery in the Spring of 1905. In nearly all of these cases they turned out quite satisfactorily and showed big profits to all those who were willing to take the risk of operating in this way. The wool clip of the West this year was not as heavy as the previous year, but St. Louis handled more wool and proved itself still more important as a wool market. The method of the St. Louis dealers in the Western States and Territories is very popular, and the St. Louis market does much toward establishing values for the wool clip of each succeeding year. The advance in prices of wool during past several years has caused a very keen competition in the wool growing districts and has to a certain extent changed the custom of moving the clip. A large percentage of it now is contracted on the sheep's back months before it is clipped, and this method will probably continue until a marked shrinkage in values takes place.

St. Louis is the second largest wool market in America and each year finds it more prominent and showing an increase in its business.

The volume of pulled and scoured wools handled during the past year is about the same as previous season.

A conservative estimate of the value of wool handled during the year 1905 amounts to about nine million dollars.

FURS.

While St. Louis has been for some years the largest primary fur market in the world, during the season of 1905-6 it has made the most enormous strides in the history of the market. This has been accomplished largely by the advertising of St. Louis as a fur market, and by the enterprising and superior methods of the fur merchants of St. Louis. The city is particularly well situated, being located in the very heart of the fur bearing sections of the United States. The four principal kinds of furs

in the Northern, Central and Southern portions of the United States are raccoon, mink, skunk and opossum, and the St. Louis market handles more of these four kinds of skins than any other market in the world. Not only this, but the furs handled in the St. Louis market are not confined to these four kinds, as St. Louis reaches out into every part of North America for its receipts, and the business from Canada, Alaska and the far Northwestern fur bearing sections is increasing every year. The secret of the success of the St. Louis market is the handling of large volumes of furs on a small margin of profit. This has been brought about by enterprising fur commission houses, and shippers find that they can ship their furs to fur commission houses in St. Louis and get better, quicker and more satisfactory returns than they can through any other source.

The catch for the season of 1905-6 will probably be a little larger than the previous year, but the principal part of the gains made by St. Louis is by taking the business away from other markets.

A careful estimate of the amount of furs handled in St. Louis for the season of 1905-6 will reach about nine million dollars.

HIDES.

During the past year Hides have reached the highest prices known for a great number of years. A very strong and active demand prevailed most of the time for everything offered. In addition to the big demand for leather in this country there has been a very large demand for it for export. The general prosperity of the country has certainly had its effect on the hide market, as leather has been and is being used much more for different purposes than in years gone by. The probabilities are that the prices of hides will continue to be on a high basis for some time, as the supply is quite limited.

Counting the output from the packing houses, a fair estimate of the value of hides for the past year, based on the Merchants' Exchange record of the number of pounds shipped, would be about nineteen million dollars.

RECEIPTS AND SHIPMENTS FOR FOURTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1905.....	24,296,180	22,887,270	63,544,850	118,864,600
1904.....	18,751,770	27,540,775	55,228,200	109,480,945
1903.....	18,766,250	21,031,610	50,910,600	112,686,080
1902.....	26,878,080	80,072,850	56,287,220	99,857,210
1901.....	26,877,110	27,811,875	55,065,080	116,728,595
1900.....	17,000,790	15,057,200	60,581,540	106,496,640
1899.....	28,491,625	32,517,076	68,933,720	92,682,028
1898.....	23,710,715	21,266,999	58,716,130	78,705,725
1897.....	30,865,410	34,303,700	59,872,110	88,908,100
1896.....	15,139,840	15,939,579	46,505,880	81,581,130
1895.....	21,593,780	20,526,100	44,169,790	78,039,400
1894.....	24,861,455	24,430,971	46,456,970	68,543,860
1893.....	15,024,436	15,726,165	45,011,866	61,522,479
1892.....	26,850,690	27,450,879	38,412,964	47,596,204

RECEIPTS OF PELTRIES AND FURS

BUNDLES.		BUNDLES.	
1905.....	24,785	1898.....	96,835
1904.....	88,212	1892.....	101,442
1903.....	11,825	1891.....	126,596
1902.....	81,064	1890.....	78,898
1901.....	85,084	1889.....	43,316
1900.....	146,507	1888.....	45,333
1899.....	259,256	1887.....	22,045
1898.....	318,948	1886.....	18,889
1897.....	274,900	1885.....	17,474
1896.....	210,432	1884.....	15,459
1895.....	195,498	1883.....	15,591
1894.....	87,058	1882.....	18,088

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1894.....	89,583	1900.....	126,928
1895.....	83,588	1901.....	153,669
1896.....	80,186	1902.....	152,125
1897.....	72,024	1903 Rolls and Sides.....	465,400
1898.....	83,215	1904 " ".....	601,863
1899.....	104,040	1905 " ".....	641,525

HAY.

By H. D. HELTZELL, Secretary St. Louis Hay Receivers Association.

The condition of the St. Louis Hay market for the season of 1905 was quite disappointing to the commission merchants and dealers in this market. Owing to adverse weather conditions, the crop which was harvested last summer was quite poor in quality and short in quantity, many localities which in ordinary years supply this market with thousands of tons of hay, are this year without enough for home consumption, and are already purchasing some hay and using fodder to supply roughness for their stock.

As a result of the crop shortage and prohibitory rates from the Oklahoma and Indian Territories, St. Louis has been practically out of the race in shipping hay to the South and Southeastern territory, as the comparatively small amount of good hay which has come to this market has found a ready sale to our local dealers to supply the home market, at higher prices than could be obtained by shipping, and there has been but a few days when No. 1 to choice hay would not bring more net money in the St. Louis market than in any market in the country.

The St. Louis Commission Merchants with commendable pluck and energy have been continually widening their territory and are now entering the hay fields of Ohio, Indiana, Iowa, Minnesota, Arkansas, Kansas and Indian Territory to get enough hay to supply the demand, and with a normal crop in Illinois, Iowa and Missouri next season, St. Louis will soon win back the trade which for the present is looking to other markets for their supply.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1905.....	248,945	90,186
1904.....	289,560	119,994
1903.....	298,246	114,441
1902.....	218,224	92,029
1901.....	251,182	117,867
1900.....	234,256	120,777
1899.....	175,820	64,322
1898.....	160,860	46,488
1897.....	178,518	64,067
1896.....	280,852	107,939
1895.....	198,682	69,046
1894.....	189,969	41,328
1893.....	141,228	36,006
1892.....	131,148	32,078
1891.....	141,908	38,953
1890.....	114,092	40,247
1889.....	116,846	58,522

Stock in store December 31st, 1905, about 8,260 tons.

" " " " 31st, 1907, "	8,500 "
" " " " 31st, 1908, "	2,500 "
" " " " 31st, 1909, "	3,500 "
" " " " 31st, 1900, "	2,040 "
" " " " 31st, 1901, "	1,500 "
" " " " 31st, 1902, "	500 "
" " " " 31st, 1903, "	2,500 "
" " " " 31st, 1904, "	800 "
" " " " 31st, 1905, "	1,000 "

Receipts of Hay during 1903, 1904 and 1905, at the principal primary markets, were as follows:

	Tons. 1903.	Tons. 1904.	Tons. 1905.
St. Louis.....	298,246	289,560	248,945
Cincinnati.....	102,021	108,871	181,229
Indianapolis.....		26,152	1,922
Cleveland.....	72,867	148,868	68,579
Chicago.....	285,747	262,870	245,652
Kansas City.....	185,320	128,040	128,170
Peoria.....	41,560	87,634	2,640
Minneapolis.....	84,396	87,606	81,227
Milwaukee.....	20,782	21,247	26,670

ST. LOUIS HAY INSPECTION FOR 1905.

RECEIPTS AND SHIPMENTS OF HAY DURING 1903 AND 1904.

MONTHLY RANGE OF PRICES OF HAY DURING 1905.

MONTHS.	No. 1 Timothy, per ton.		No. 1 Prairie, per ton.	
January	\$11.00	@ 12.75	\$ 8.50	@ 10.00
February	10.50	12.50	8.50	9.50
March	10.50	12.50	8.50	9.25
April	11.00	13.00	8.00	9.50
May	10.50	13.00	8.00	9.50
June	10.50	12.50	8.50	9.50
July	*10.00	14.00	* 8.00	9.50
August	* 9.00	13.50	7.50	8.50
September	10.00	13.00	7.00	9.00
October	10.50	13.50	8.50	10.25
November	12.00	15.00	9.50	11.00
December	12.50	15.50	10.00	11.00

* New Hay.

CANDIES.

By V. L. PRICE, Secretary of the National Candy Co.

The year 1905 has been an exceptionally prosperous one for St. Louis confectioners. There has been a large increase in both the manufacturing and jobbing business, due to the St. Louis spirit and to the growth of the country tributary to our city.

There still remains an increased demand for the higher grades of Candy, which St. Louis manufacturers have taken advantage of and accordingly have increased their facilities and perfected their methods.

There are eight large manufacturers of candy in the City of St. Louis, employing fully three thousand hands and paying in wages close to \$1,000,000 per annum.

During the past year two of the largest houses consolidated.

Candies of every style and variety are manufactured and the buyer, wholesaler and retailer, can find in the products of St. Louis the very best in quality and the most novel in design.

The trade extends over nearly the entire United States; the principal trade, however, is in the Southwestern states and territories.

The railroad companies have done much the past year to encourage the purchase of confectionery in St. Louis.

The personnel of the various establishments in St. Louis is exceptional, and they all stand pre-eminent among their competitors; having a reputation for integrity and fairness which has proven so characteristic of St. Louis.

In St. Louis is located the General Office of the largest confectionery manufacturing establishment of the world.

The total output of the St. Louis factories and jobbers is estimated at about \$5,000,000 per annum, or about 60,000,000 pounds.

SALT

RECEIPTS AND SHIPMENTS FOR TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bns.	Barrels.	Sacks.	Bulk in Bns.
1905.....	250,200	94,720	1,005,780		108,810	221,700
1904.....	261,558	55,265	822,090		71,450	96,760
1903.....	318,735	47,000	858,120		50,752	92,400
1902.....	228,770	88,660	777,840		69,091	75,040
1901.....	315,398	35,240	772,600		40,809	24,840
1900.....	338,105	27,575	776,180		20,846	10,000
1899.....	427,020	24,255	581,260		40,201	15,660
1898.....	383,120	48,280	451,540		29,825	44,800
1897.....	351,635	33,045	419,450		12,967	17,540
1896.....	339,665	39,163	454,160		9,340	23,925
1895.....	394,204	72,793	604,980		17,043	54,320
1894.....	248,830	60,787	620,500		8,638	22,960
1893.....	241,189	60,198	384,020	125,481	16,759	290,690
1892.....	390,487	48,963	478,900	380,230	38,208	149,923
1891.....	381,671	49,478	388,440	316,679	26,908	68,015
1890.....	326,189	33,840	163,060	344,691	26,573	70,090
1889.....	200,668	21,816	304,080	330,359	8,222	144,800
1888.....	330,110	24,649	344,700	368,410	22,821	137,680
1887.....	394,076	32,060	390,490	297,126	9,474	92,819
1886.....	400,358	51,992	347,160	396,487	11,654	58,924
1885.....	387,737	46,831	548,700	309,571	8,937	345,633
1884.....	436,440	58,237	496,900	318,623	12,246	228,020
1883.....	336,175	57,941	693,730	306,237	14,547	457,603
1882.....	297,435	42,750	368,290	291,188	16,519	245,071
1881.....	333,643	73,383	314,720	318,185	25,197	168,363

RECEIPTS AND SHIPMENTS OF SALT FOR 1905.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars In Bulk.	Sacks.	Bbls.	Cars In Bulk.
Chicago & Alton R.R. (Mo. Div.) ..				260	8,000	1
Missouri Pacific Railroad	7,500		529	29,870	25,855	16
St. L. & San Francisco Railroad ..	2,780	200	1	16,195	45,295	51
Wabash Railroad (West)	85		1	260	8,275	3
Chicago, R. I. & Pacific Ry.....			2	10	2,445	25
Mo., Kansas & Texas R. R.			1	10,885	20,480	4
St. Louis Southwestern R.R.				490	1,025	184
St. L., Iron Mountain & So. R. R. ..		100	5	9,690	15,920	34
St. L., I. M. & S. R. R. (Ill. Div.)..			3			58
Illinois Central R. R.	26,770	10,615	289	26,735	9,320	
Louisville & Nashville R.R.	200		1	30	1,030	1
Mobile & Ohio R.R.	1,000		268	610	12,050	
Southern Railway.....		650		85	1,345	11
Baltimore & Ohio S.-W. R. R.		850	85	30	85	
Chicago & Alton R.R.	8,720	8,440	28	80	385	6
O., C., C. & St. Louis R.R.	6,095	28,975	188	440	525	1
Vandalia R. R.	5,905	28,565	164	10	10	2
Wabash Railroad (East)	1,675	91,150	1			24
Toledo, St. Louis & Western R. R. ..	86,015	77,440	583			8
Chicago, Peoria & St. Louis R.R. ..		600			5	1
Chicago, Burl. & Q. R. R. (East) ..		1,325	5	750	4,720	
Chicago, Burl. & Q. R. R. (West) ..	1,260	2,110	8		6,465	26
Chicago & Eastern Illinois R. R.	465	14,770	18	8,070	100	1
Upper Mississippi River				50	969	
Lower Mississippi River				565	4,079	
Illinois River					185	
Missouri River.....				115	450	
Ohio, Oumb. and Tenn. Rivers ..				80	145	
Total.....	94,720	250,200	1,796	108,810	150,498	896

SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS	1905.			1904.			1903.			1902.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	.....	.....	.....	.....	96,000	.....	.....	173,400	.....	.....	300,000	.....
Other ..	.....	149,955	.....	42,971	.....	.....	64,702	.....	.....	81,767	.....	.....
Cotton.	39,992	.....	11,427	.....	.....	13,709	.....	.....	5,240	.....	.....	5,570

Shipment of Flaxseed for 1888, 6,154 sacks and 45,975 bushels.

"	"	"	1889,	2,625	"	"	340,285	"
"	"	"	1890,	518	"	"	700,160	"
"	"	"	1891,	712	"	"	190,011	"
"	"	"	1892,	...	"	"	161,248	"
"	"	"	1893,	...	"	"	155,557	"
"	"	"	1894,	...	"	"	225,205	"
"	"	"	1895,	...	"	"	225,845	"
"	"	"	1896,	...	"	"	606,879	"
"	"	"	1897,	...	"	"	445,562	"
"	"	"	1898,	...	"	"	294,045	"
"	"	"	1899,	...	"	"	243,871	"
"	"	"	1900,	...	"	"	457,154	"
"	"	"	1901,	...	"	"	83,957	"
"	"	"	1902,	...	"	"	129,205	"
"	"	"	1903,	...	"	"	15,595	"
"	"	"	1904,	...	"	"	20,730	"
"	"	"	1905,	...	"	"	28,960	"

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 5 cents less) for four years.

MONTHS.	1905.		1904.		1903.		1902.	
January	1 14	②1 15	92½	②1 07	1 12	②1 17	.....	.....
February.....	1 14	1 23	1 06	1 08½	1 10	1 14	.....	.....
March	1 22	1 26½	1 04	1 06	1 05	1 12	.....	.....
April.....	1 22	1 26	96	1 06	1 05	1 08	.....	.....
May.....	1 22	1 29	96	98½	1 07	1 10	1 50	②1 65
June.....	1 24	1 29	97	98	96	1 08	1 50	.....
July.....	1 20	1 30	98	1 15½	91	96	1 41	1 50
August	1 04	1 30	1 13½	1 18	91	1 00	1 32½	1 45
September.....	90	1 06	1 08	1 18½	92	1 00	1 22	1 33
October.....	94	97	1 06	1 10	86	98	1 12	1 25
November.....	94	95	1 07	1 11	86	89	1 11	1 14½
December.....	95	1 10	1 12	1 16	87½	90½	1 11	1 14

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1905.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipm't boxes.
Chicago & Alton R.R. (Mo. Div.).....	50,000	53,000	10	440
Missouri Pacific R.R.....	1,896,080	242,910	79	80,515
St. L. & San Francisco R.R.....	806,870	14,110	.....	2,685
Wabash Railway, (West).....	517,620	74,115	20	28,610
Chicago, Rock Island & Pacific.....	684,780	20,680	.....	3,825
Missouri, Kansas & Texas R. R.....	816,240	6,690	60	24,685
St. Louis, S. W. R. R.....	.....	2,610	.....	26,000
St. L. Iron Moun. & South'n R. R.....	5,990	1,562,660	.....	198,225
St. L. Iron Moun. & South'n R. R. (Ill. Div.)..	.....	.....	.....	.....
Illinois Central R. R.....	1,512,710	59,490	77,620	12,990
Louisville, Henderson & St. Louis R. R.....	200	8,610	.....	6,210
Louisville & Nashville R.R.....	61,890	75,555	.....	7,895
Mobile & Ohio R.R.....	12,680	42,800	.....	2,240
Southern Railway.....	1,250	254,230	.....	5,980
Baltimore & Ohio S.-W. R. R.....	1,000	28,680	.....	2,980
Chicago & Alton R.R.....	182,680	51,570	5,985	80
Cleveland, Cin., Chicago & St. Louis R. R.....	7,990	188,120	40	245
Vandalia R. R.....	100	6,850	250	.....
Wabash Railway (East).....	3,810,500	5,366,980	856,850	2,800
Toledo, St. Louis & Western R. R.....	.....	2,080,080	.....	15,445
Chicago, Peoria & St. Louis R. R.....	.....	95,000	20	.....
Chicago, Burlington & Quincy R.R. (East).....	.....	.....	.....	810
Chicago, Burlington & Quincy R. R. (West).....	4,296,880	98,590	10,045	80
Chicago & Eastern Illinois.....	.....	68,840	.....	4,285
Upper Mississippi River.....	7,700	24,160	.....	4,890
Lower Mississippi River.....	58,490	8,590	.....	8,072
Illinois River.....	800	800	.....	160
Missouri River.....	7,600	.....	.....	900
Ohio, Cumberland and Tennessee Rivers.....	100	410	.....	605
Express.....	2,882,715	.....	.....	.....
Total 1905.....	10,566,285	10,451,150	.....	.....
Total, 1904..... lbs.	15,726,980	13,566,080	.....	.....
" 1903.....	14,070,275	10,654,150	.....	.....
" 1902.....	14,672,645	10,814,502	.....	.....
" 1901.....	13,476,929	6,202,214	.....	.....
" 1900.....	13,901,680	9,246,475	.....	.....
" 1899.....	18,729,185	4,975,490	.....	.....
" 1898.....	14,906,745	5,762,070	.....	.....
" 1897.....	15,253,165	5,414,335	.....	.....
" 1896.....	16,131,892	4,857,043	.....	.....
" 1895.....	15,812,035	5,086,560	.....	.....
" 1894.....	14,138,544	5,125,065	.....	.....
" 1893.....	13,575,248	4,895,308	.....	.....
" 1892.....	12,401,788	4,954,160	.....	.....
" 1891.....	13,791,258	6,875,776	.....	.....
" 1890.....	12,861,924	4,448,799	.....	.....

EGGS.

By GEO. H. BROEDER.

According to the appended receipts of eggs St. Louis did less business during the past year than in 1904. While this is true of the number of cases handled, still the volume of business in actual dollars and cents was greater, owing to the average price of eggs being about four cents per dozen (\$1.20 per case), more the past year than the year previous.

It was no fault of this market that we did not handle as many cases as the year before. There were two distinct reasons for this; the principal one being during January and February of 1905 the entire country experienced the severest cold weather known in many years, so that the production of eggs was cut off almost entirely on that account, thereby causing the receipts to be 90,000 cases less than in the same months of 1904. Eggs were so scarce in February that the market price reached one of the highest points known in many years. This condition led up to the second cause of why the receipts were lighter the past year than in 1904. Farmers and country merchants having the high prices of January and February, 1905, in mind, held back most of the eggs produced in November and December of last year for higher prices, so receipts were less than they should have been in those two months. With the mild and open winter we have had there is no doubt of an early and large production of eggs, and outlook is for the coming year to far surpass all previous records.

St. Louis as a consuming market is coming to the front rapidly. Years ago it was considered a shipping point only. It is now both a shipping and consuming market. For illustration, ten years ago 25,000 cases of eggs put into storage in the spring months were sufficient to supply all demands during the winter months. In 1904 it took 45,000 cases of eggs and even that amount was not enough. In 1905 there were put into storage about 85,000 cases. There would have been more put away but there was no more available storage space to be had here, and although prices were extremely high, all storage eggs were used up in this city by Feb. 1st. No other city of any importance has been able to accomplish this. There was no money in the cold storage egg venture this year, but consuming 85,000 cases of storage eggs at high prices shows how this city is coming to the front as a consuming market..

So clean is St. Louis on storage eggs that our market is in healthier condition at present writing than any other, and shippers of eggs have realized better prices consigning to this city than they would have done in shipping to any other market.

RECEIPTS AND PRICES OF EGGS DURING 1905.

MONTHS—1905.	By Railroad, Packages.	By River, Packages.	By Express, Packages.	Monthly Receipts, Packages.	Monthly Range of Prices.
January.....	10,910	.....	4,885	15,245	22 ② 27
February.....	3,164	.....	7,855	10,519	26 32
March.....	98,429	5,802	24,480	128,711	14 22½
April.....	190,024	7,278	19,985	217,287	14½ 15½
May.....	138,925	6,410	14,765	160,100	18½ 14½
June.....	88,179	5,170	15,545	108,894	11 18½
July.....	60,866	3,602	13,165	77,783	10½ 14
August.....	54,428	3,196	13,559	71,183	14½ 16½
September.....	41,212	2,592	16,089	59,893	16½
October.....	40,674	2,290	16,046	59,010	16½ 19
November.....	22,182	888	14,135	37,205	19 24
December.....	21,895	867	12,265	34,527	22 24
Total, 1905.....	770,488	38,095	171,674	980,257	
" 1904.....	968,914	40,857	211,858	1,216,124	
" 1903.....	692,966	40,850	225,832	959,648	
" 1902.....	618,708	35,971	171,819	826,498	
" 1901.....	817,879	38,669	166,098	1,022,646	
" 1900.....	678,511	39,882	202,839	920,652	

BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks. & bls.
1905.....	8,526	2,400	96,815	.....	4,967	826,252
1904.....	18,936	4,600	86,686	.....	8,966	278,440
1903.....	11,020	4,200	89,100	.....	1,900	289,606
1902.....	11,811	7,800	102,490	56	.....	214,742
1901.....	1,614	24,900	108,669	216	.....	219,809
1900.....	287	48,800	78,703	.....	2,900	184,301
1899.....	2,149	79,200	118,400	.....	11,660	192,142
1898.....	20,564	114,350	98,690	.....	97,965	187,256
1897.....	20,562	121,000	77,977	.....	94,200	96,699
1896.....	12,614	86,200	26,788	.....	19,889	61,971
1895.....	17,673	18,150	64,761	.....	800	76,977
1894.....	9,281	27,460	87,574	.....	.....	69,316
1893.....	1,270	29,600	62,316	.....	.....	78,227
1892.....	4,899	26,960	47,188	.....	1,268	77,490
1891.....	6,246	158,950	46,840	.....	23,221	76,294
1890.....	2,200	160,600	88,696	.....	19,000	60,182
1889.....	2,260	119,900	80,292	695	609	87,198
1888.....	4,876	106,600	37,694	3,528	7,996	97,163
1887.....	6,786	140,000	71,976	8,777	4,690	66,900
1886.....	22,245	917,600	46,420	9,624	600	56,229
1885.....	16,592	88,000	37,178	247	600	66,646

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1904 AND 1905.

	1904.	1905.		1904.	1905.
January.....	\$1 40	\$1 30	July.....	\$1 40	\$1 35
February.....	1 40	1 35	August.....	1 30 1 40	1 35
March.....	1 40	1 35	September.....	1 30	1 35
April.....	1 40	1 35	October.....	1 30 1 25	1 35
May.....	1 40	1 35	November.....	1 25	1 35
June.....	1 40	1 35	December.....	1 25	1 35

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

DRIED FRUIT.

By HOFMAN BROTHERS PRODUCE CO.

The season of 1905 was remarkably short, the production of dried apples being less than last year, which was by far the smallest in recent years. In consequence values were high, although the quality of the fruit was only fair. The apple crop being unusually short in the territory tributary to this market, the better grades of fruit were shipped green, leaving the poorer quality for drying. The first arrivals of evaporated brought 5½ to 6 cents and found a ready market. On account of light supplies and an active demand, prices advanced steadily, 8 to 8½ cents being realized towards the close of the season for choice fruit.

In sympathy with the firm market ruling on evaporated apples, sundried quarters also fared much better than usual. Early receipts brought 4 cents, and prices advanced steadily to 5 and 5½ cents. There was a good foreign inquiry, and some sales effected early in the season of Missouri quarters, which are favorably regarded by the European trade, but the high prices forced these buyers to withdraw before the season had progressed very far.

Peaches were fair in quality and in light offering. Values ruled steady throughout the season, ranging from 5 to 6 cents for choice stock.

California Dried Fruits were higher priced than usual and still business was quite satisfactory, this owing principally to dried and evaporated apples being short crop and high priced.

RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1905	102,820	416,759
1904	112,512	297,682
1903	208,851	342,835
1902	310,789	420,855
1901	229,814	359,286
1900	168,981	319,275
1899	310,554	343,821
1898	206,617	265,182
1897	267,499	441,705
1896	80,455	140,590
1895	150,908	182,363
1894	99,405	219,063
1893	155,015	200,338
1892	150,766	218,485
1891	128,932	182,997

FRUIT AND PRODUCE.

In reviewing the fruit and produce situation of St. Louis for the past year, it is hardly just to draw a close comparison with that of the year prior, as it must not be overlooked that the year 1904 was that of the great Louisiana Purchase Exposition, and during the interim it must be remembered that St. Louis was called upon, not only to provide the usual quota for its 700,000 and odd population, but was called upon to provide for many thousands of strangers who were domiciled here only for the World's Fair period.

However, in a general resume of the situation, the year concluded January 1, 1906, was such as could not be otherwise but regarded as a very satisfactory one by the fruit and produce interests in the main, and from the standpoint of values, the average prices maintained throughout the year, to a large extent, were even more satisfactory than those of 1904.

This, however, while not due to the urgent demand that existed the former year, brought about by the lessening of supplies, as the apple crop, for instance, was far short of 1904, and while the potato crop was regarded as a good one, it, too, was below the previous year. This will also apply to tomatoes, cabbage and onions.

Of small fruit, the local strawberry crop was an average one, yet the receipts fell considerably below that of 1904, as that was an exceptionally big one. Prices generally very satisfactory at a very good advance over the previous year. The southern crop, too, was only fair. The home-grown grape crop was not up to the average in point of quantity, but the quality was very good, and prices averaged from 20 to 30 per cent higher throughout the season. The northern and eastern crop, however, was a very good one and this market handled large quantities of grapes shipped in from Ohio, Michigan, Pennsylvania and New York with prices ranging from 10 to 25 per cent over those of 1904.

As a distributing point, St. Louis is to-day one of the most conspicuous in the United States and the close of each year finds it more to the front. It is the parent market for the larger percentage of the early fruit and vegetables grown in Texas, Louisiana and Arkansas, and is likewise one of the principal distributing points of many other southern states.

While St. Louis is not as large a market for watermelons as formerly, yet the business handled last year was a very satisfactory one. Receipts of melons for 1905 amounted to 1,933 cars, as compared with 2,374 in 1904. Shipments were 829 cars, against 1,601 the former year.

The trade in oranges and lemons last year was also very satisfactory, local consumption amounting to about 1500 cars of oranges and 500 cars of lemons. The receipts were principally from California.

Receipts of oranges amounted to 527,010 boxes, against 746,555 boxes in 1904, and the shipments were 297,250 boxes, against 539,727 boxes the year previous.

The receipts of lemons amounted to 126,285 boxes, against 100,325 boxes in 1904, and the shipments totaled 123,840 boxes, against 128,584 boxes the year previous.

APPLES.

Taking the apple crop as a whole in 1905 the best authorities on the situation show the crop to have been largely below that of the previous year, and the yield in the territory tributary to St. Louis (Missouri, Illinois, Kansas and Texas), was estimated at fully 25 to 40 per cent below that of the previous year. Bad weather, such as rains and late frosts, were largely responsible for the same, but the fact that the previous year had been such a good one, and as the alternate years, as a rule, are light, was also to a large extent attributable as a factor in the same.

In consequence of the short crop, prices were likewise advanced, and in the main ranged fully 25 to 40 cents over those of 1904, while in many instances they were fully 50 per cent greater than the former year. The local demand at all times was a good one and coupled with that of an excellent shipping inquiry, everything offered was readily taken. Speculative buyers, however, were not very conspicuous in the market, owing to the high prices and the decreased offerings.

The visible supply figures show a marked contrast with those of 1904. Stock on hand in the United States, Canada and Nova Scotia on January 1, 1906, as estimated by the International Apple Growers Association aggregated 1,918,961 barrels, as compared with 3,707,445 barrels January 1, 1905, or a decrease of 1,788,484 barrels.

Receipts in St. Louis in 1905 amounted to 315,939 barrels, against 427,511 barrels in 1904. In 1905 there were also received 65,582 boxes. The shipments last year amounted to 246,707 barrels, against 220,415 barrels in 1904. The shipments of box apples last year totaled 73,015 boxes.

POTATOES.

From the figures compiled by the Government statisticians, the potato crop of the United States in 1905 was regarded as an exceptionally good one, yet at the same time was many millions of bushels below that of the bumper crop of 1904, as that year was one of the largest on record.

Locally, the crop was a good average one and the receipts from the American bottoms amounted to fully 4,000 cars or more, or upward of 1,500 cars over 1904, which were not included in the East St. Louis tonnage. The quality, too, was good. Prices averaged better throughout the season.

The early shipments from the extreme southern points were only fair, but from Arkansas, Texas, Oklahoma and Indian Territory, the arrivals were very good and large quantities were handled through St. Louis to the northern and eastern markets. The southern crop as a whole, however, was only about 75 per cent of that of 1904.

The total receipts of potatoes in St. Louis last year amounted to 722,225 packages and 1,065,000 bushels in bulk, as compared with 1,097,306 packages and 1,147,500 bushels in bulk in 1905. The total in bushels for the year aggregated 2,870,563, as contrasted with 3,890,765 bushels the year previous. The shipments amounted to 2,027,776 bushels, as against 2,777,695 bushels in 1904.

TOMATOES.

The business done in tomatoes last year again enabled St. Louis to maintain a prominent position as the foremost distributing market in the United States. The southern crop, while showing quite a falling off from 1904, owing to the adverse weather conditions, was a very good one, when considered all told. The local crop was likewise only a good average one, and averaged several per cent below that of the previous year.

Throughout the season, the local as well as the shipping demand was a good one and prices averaged higher the greater part of the season.

ONIONS.

The onion crop in general was a very good one, but the yield in the territory directly contiguous to St. Louis was only fair and owing to the backward season, the early crop was late in coming to market. The demand was about as usual. Early in the season prices ruled high, owing to the scarcity of suitable stock, but gradually declined and the average figures for the season were about the same as those of former years.

Receipts for the year show excellent gains over those of 1904, the total arrivals amounting to 340,956 packages and 309,000 bushels in bulk, against 182,944 packages and 254,500 bushels in bulk in 1904. The shipments aggregated 487,920 packages, against 222,165 packages the year previous.

CABBAGE.

Another very satisfactory year was experienced in this line, the crop in general being an exceptionally good one in both quantity and quality. The early arrivals from the south, though, were a little later than usual in reaching the market and the quality not as good as that of the late crop. Prices at no time ruled very high, but were about the average. The demand in the main was very good.

St. Louis as a manufacturing point for sauer kraut is practically the largest in the country and the shipments for the year show a big gain over those of 1904, the total shipments aggregating 116,605 packages, against 45,565 packages the previous year.

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES FOR 1905.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls	315,939	246,707
do .....boxes	65,582	73,015
Ale and Beer.....packages.....	.....	5,989,406
Bananas .....cars	2,120	1,170
Barbed Wire.....pounds	25,627,000	22,762,500
Beef .....barrels and tierces .....	.....	7,724
Fresh Beef.....pounds	189,742,400	438,163,900
Canned Beef....." .....	.....	2,127,330
Boots and Shoes.....cases.....	901,340	1,850,614
Cordage and Rope.....coils.....	39,055	.....
Cement.....sacks	2,206,260	.....
"barrels.....	110,170	.....
Cotton Seed Meal .....tons.....	34,070	35,275
Candles.....boxes.....	.....	235,050
Eggs .....packages..	980,257	873,415
Fish....."	142,505	.....
Fertilizer .....tons. . . . .	.....	54,529
Hops .....bales...	7,429	.....
Iron and Steel .....tons.....	333,585	.....
Leather .....rolls.....	124,735	.....
do .....sides	516,790	.....
Lemons .....boxes	126,285	123,840
Malt.....sacks	229,295	184,370
Nails.....kegs	488,055	524,377
Oils.....barrels	63,500	.....
"tanks	8,563	.....
Oil Cake.....tons.....	.....	4,885
Oranges.....packages.....	527,010	297,250
Ore, Iron.....tons.....	63,220	42,230
" Zinc....."	12,720	37,020
Pig Iron....."	268,055	119,340
Railroad Iron....."	119,150	.....
Staves.....M	19	.....
"cars	7,328	.....
Soap.....boxes.. .....	.....	1,229,832
Tallow .....pounds	13,904,900	13,764,150
Tin .....boxes	202,855	.....
Wines and Liquors.....barrels.....	27,100	110,707
" "boxes and cases...	108,810	.....
Zinc and Spelter.....slabs.....	3,364,955	3,340,420

RECEIPTS BY RAILROAD, RIVER, EXPRESS, WAGON AND STOCK DRIVEN FOR EACH MONTH IN 1906.

DATE—1906.	APPLES.		Bagging, Pieces.	Bananas, Cars.	BARLEY.		Butter, Lbs.	Beans, Sacks and Barrels.	Barbed Wire, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
	Bbls.	Boxes.			Sacks.	Bushels.					
January	13,015	660	.....	112	.....	215,000	1,013,465	6,760	4,601,000	19,923,800	74,020
February	13,195	.....	.....	121	.....	280,000	924,620	8,600	2,751,000	10,445,100	66,780
March	81,445	.....	520	177	.....	367,500	902,065	15,850	2,809,000	8,385,900	82,060
April.....	17,435	.....	2,115	171	.....	160,000	811,005	4,085	4,119,000	10,700,400	73,770
May.....	7,260	.....	1,925	224	.....	30,000	1,169,520	6,765	2,434,000	12,977,000	69,460
June	2,515	100	1,152	216	.....	.....	2,284,965	7,810	1,050,000	22,046,800	70,470
July.....	4,729	182	2,285	254	69	2,500	2,166,095	3,040	1,853,000	22,198,700	66,820
August	15,950	304	825	164	66	7,500	1,651,860	250	2,879,000	18,436,900	74,620
September .	67,025	4,721	1,263	274	363	48,750	1,849,245	3,640	670,000	16,162,000	74,870
October	81,840	18,175	1,750	149	.....	643,750	1,812,950	10,485	809,000	16,208,000	83,570
November ..	26,480	33,770	1,105	145	.....	518,750	1,104,720	16,265	1,333,000	12,814,500	82,050
December ...	25,050	7,670	.....	113	9	646,250	865,725	13,815	1,319,000	19,443,300	82,900
.....
Total...	315,989	65,582	12,939	2,120	507	2,920,000	15,566,235	96,815	25,627,000	189,742,400	901,840
Railroad.....	233,780	65,054	12,939	2,120	363	2,920,000	13,114,330	96,670	25,602,000	189,742,400	901,840
River	82,159	528	.....	.....	144	.....	69,190	145	25,000	.....	.....
Ex., D. & W.	.....	.....	.....	.....	.....	.....	2,382,715	.....	.....	.....	.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1905--Continued.

DATE--1905.	CORN.		Corn Meal Bbls.	COTTON.		Cotton Seed, Tons.	Cotton Seed Meal, Tons.	Coke, Tons.	Dried Fruit, Pkgs.
	Sacks.	Bushels.		Bales, Local.	Bales, Through.				
January	1,476	977,500	8,245	8,121	56,879	1,200	5,435	17,825	3,105
February	2,474	1,554,400	10,030	6,092	36,376	170	4,085	18,335	743
March	3,078	1,700,000	21,580	11,850	69,496	1,325	5,925	21,430	7,390
April.....	2,666	1,065,000	13,800	5,984	66,363	722	1,380	16,790	820
May	12,344	988,000	9,230	4,596	37,885	205	1,170	16,880	1,615
June	1,938	1,857,000	9,200	1,941	25,794	.....	800	15,160	10
July.....	1,614	1,357,000	5,700	3,814	12,837	.....	600	16,010	252
August	2,942	1,525,000	4,100	1,922	11,054	20	145	16,185	3,970
September.....	424	1,196,000	5,000	1,399	8,599	.....	210	15,810	25,175
October.....	2,364	1,502,000	8,075	8,753	23,142	2,195	1,965	20,840	29,200
November	24,866	1,669,000	7,975	17,887	96,237	3,210	6,985	20,330	22,525
December	15,016	2,174,000	10,305	15,707	85,863	2,380	5,300	16,710	8,015
Wagon, Express and Driven .....	.....	425,000	.....	.....	.....	.....	.....	.....	.....
Total.....	71,202	17,889,900	113,240	87,616	530,042	11,427	34,070	222,305	102,320
Railroad	9,926	17,464,900	113,240	81,853	530,042	10,845	34,085	222,305	99,508
River	61,276	.....	.....	5,763	.....	562	35	.....	2,812
Wagon.....	.....	425,000	.....	.....	.....	.....	.....	.....	.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1906--Continued.

Date--1906.	Horses and Mules Head.	Hides, Lbs.	Hogs, Head.	Hops, Bales.	Iron and Steel, Tons.	Jute, Bales.	Lard, Lbs.	Lead, Plgs.	LEATHER.		Lemons, Pkgs.
									Bolls.	Sides.	
January	15,746	5,936,060	251,885	465	23,450	8,062	10,241,300	213,530	11,560	41,380	8,965
February ...	11,394	4,425,240	190,747	440	17,090	16,640	8,710,500	165,150	9,990	38,230	8,315
March	20,584	7,156,340	198,310	442	30,650	7,722	9,772,400	157,765	15,130	42,680	12,830
April.....	10,651	4,390,740	177,968	355	22,175	1,185	10,256,300	219,525	17,440	36,840	7,075
May.....	9,755	5,665,740	178,013	60	30,055	1,848	10,753,400	174,650	12,120	42,830	9,275
June	12,168	4,628,500	227,879	10	34,530	2,423	12,459,600	139,085	8,910	29,950	20,545
July.....	11,043	4,313,230	156,631	24	30,535	.....	14,726,200	165,485	6,350	31,900	20,635
August	14,077	5,029,710	160,757	40	21,435	1,082	5,623,300	136,100	6,515	46,100	9,250
September..	22,461	5,728,800	170,876	.....	34,610	6,270	5,809,400	141,455	10,300	38,940	6,315
October.....	22,592	5,829,290	214,939	220	24,625	350	4,992,600	142,155	11,060	63,490	6,530
November..	22,293	4,879,820	241,486	1,888	24,825	10,735	7,753,700	211,410	8,530	54,120	7,000
December...	17,454	5,560,860	242,744	3,485	29,525	.....	15,239,300	171,625	6,530	50,350	14,550
.....
Total.....	190,193	63,544,350	2,407,336	7,429	333,535	56,277	116,341,000	2,137,935	124,735	516,790	126,235
Railroad....	176,053	63,155,840	2,302,606	7,429	333,545	56,277	116,065,300	2,137,935	124,685	516,790	126,235
River	2,297	388,510	81,916	.....	40	.....	275,700	.....	50	.....	.....
Driven.....	11,743	.....	22,812	.....	.....	.....	.....	.....	.....	.....	.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1905--Continued.

DATE--1905.	Oatmeal and Rolled Oats, Packages.	OILS.		ONIONS		Oranges, Bxs. and Bbls.	ORE.		Pig Iron, Tons.
		Bbls.	Tanks.	Sks. and Bbls.	Cars, Bulk.		Iron, Tons.	Zinc, Tons.	
January	2,160	6,680	688	7,890	18	41,900	4,920	2,895	17,890
February	5,080	6,430	620	6,785	31	78,855	4,800	1,965	19,610
March	4,690	6,785	633	8,405	33	124,785	6,155	1,815	31,105
April	2,695	8,685	611	6,215	7	46,805	4,885	1,005	21,295
May	1,265	8,630	648	149,145	24	54,115	5,825	830	24,325
June ...	1,585	3,660	504	120,380	35	85,125	6,165	810	25,700
July .....	.....	8,560	481	18,005	3	7,185	2,870	670	19,455
August .....	.....	3,280	604	6,670	41	6,715	290	690	29,105
September	1,830	3,670	699	8,780	99	6,300	2,655	430	19,120
October	4,915	5,285	1,011	8,041	146	16,455	9,385	590	16,815
November	5,465	3,780	986	5,470	166	29,390	7,485	880	23,070
December	15,185	3,075	1,163	710	15	79,780	8,265	670	20,595
.....
Total	44,220	63,500	8,563	340,956	618	527,010	63,220	12,720	268,055
Railroad	44,220	63,500	8,563	338,225	618	527,010	63,220	12,720	268,055
River .....	.....	.....	.....	4,731	.....	.....	.....	.....	.....
.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1906--Continued.

DATE--1906.	Rostn, Bbls.	Railroad Iron, Tons.	SALT.			Seeds, Sks. and Bbls.	Sheep, Head.	STAVES.	
			Sacks.	Barrels.	Cars in Bulk.			M.	Cars.
January	9,885	4,415	3,340	18,555	100	1,795	51,142	.....	538
February	4,085	5,040	7,470	14,940	100	1,180	43,987	.....	390
March	4,045	10,070	4,515	22,195	134	3,550	48,745	.....	684
April.....	4,145	9,105	8,165	13,820	126	2,765	47,791	.....	636
May.....	4,530	8,175	5,910	14,125	172	2,095	70,942	.....	665
June.....	5,535	8,065	8,520	16,080	198	310	83,628	.....	516
July.....	7,630	15,920	7,065	13,840	202	105	69,746	4	609
August.....	9,725	5,675	7,780	30,055	205	1,512	78,970	15	639
September.....	8,465	8,830	7,145	34,820	114	10,770	58,062	.....	644
October.....	12,725	10,315	15,625	27,950	128	10,125	48,123	.....	647
November	10,080	23,900	9,510	19,335	142	5,435	42,571	.....	562
December	8,840	9,490	9,675	24,625	180	300	46,721	.....	768
.....
Total.....	89,740	119,150	94,720	250,290	1,796	39,992	690,378	19	7,328
Railroad.....	89,740	119,150	94,720	250,290	1,796	38,310	672,534	.....	7,328
River .....	.....	.....	.....	.....	.....	1,682	13,311	19	.....
Driven.....	.....	.....	.....	.....	.....	.....	4,533	.....	.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1905—Concluded.

DATE—1905.	Tin, Boxes.	Tea, Chests.	WHEAT.		WINES AND LIQUORS.		Wool, Lbs.	Zinc and Spelter Slabs.
			Sacks.	Bushels.	Barrels.	Boxes and Cases.		
January	12,140	760	11,533	1,349,100	1,570	11,520	72,080	287,490
February	10,820	2,250	8,103	923,760	1,595	9,070	10,940	216,910
March	12,040	980	11,459	1,138,100	1,595	10,090	38,680	352,655
April	5,580	655	3,494	654,550	1,865	7,980	760,700	236,055
May	12,865	210	7,162	520,600	2,785	7,650	5,889,120	174,005
June	30,680	430	8,680	496,850	2,660	6,420	7,383,570	205,070
July	46,945	45	186,884	3,958,650	2,020	6,600	7,927,840	218,175
August	28,625	335	132,046	3,025,750	2,145	7,945	1,630,110	331,970
September	16,600	170	29,943	2,266,700	1,975	8,935	191,450	276,740
October	10,125	1,960	14,034	2,185,000	2,725	9,940	232,850	361,810
November	6,120	1,290	16,619	1,651,100	3,205	9,715	339,870	307,920
December	9,815	2,675	4,427	1,538,050	2,960	12,505	319,470	396,155
Driven and Wagon				317,413				
Total	202,355	11,760	433,834	20,025,613	27,100	108,310	24,298,130	3,364,955
Railroad	202,355	11,760	121,793	19,708,200	27,085	107,580	24,084,150	3,364,955
River			312,036		65	780	211,960	
Wagon				317,413				

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGON AND STOCK DRIVEN IN 1905.

By Railroad, River, Etc.	APPLES.		Bagging, Pieces.	Bananas, Cans.	BARLEY.		Butter, Pounds.	Beans, Sacks and Barrels.	Barbed Wire, Pounds.	Fresh Beef, Pounds.	Boots and Shoes, Cases.
	Bbls	Boxes.			Sacks	Bushels					
Mo. Div.	5,580	18,255	4,927			7,550	50,550	1,280		98,555,400	
St. L., I. M. & S. R. (Illinois Division)	27,925	1,804				16,250	1,595,060	760		14,550,300	51,520
Louis., Hend. & St. L. R. R.	7,125	30,105			362		305,370	1,630		48,100	4,180
Louisville & Nashville R. R.	2,080	7,710				107,000	317,520			11,355,400	40,170
Mobile & Ohio R. R.	2,770	640				149,000	634,730	10	99,000	240	
Southern Railway						1,250	815,240	750		11,928,700	5,400
Belt & Ohio S. W. R. R.	150						5,990				790
Chicago & Alton R. R.	5,670			926		312,250	1,512,710	8,155		1,160,360	
C., C. C. & St. L. R. R.	5,875						61,860				23,250
Vandalia R. R.	2,900			1,179			12,690	20	25,000		32,450
Wabash R. R. (East)	7,580	526	70				1,250				14,240
Tol., St. Louis & West. R. R.	6,715		2,427			322,250	182,690	47,340	3,710,000	197,200	3,870
Chi., Peoria & St. Louis R. R.	59,830		400				7,830	47,250	323,000		134,340
C., B. & Quincy R. R. (East)	11,370		335				300	4,220	2,850,000		446,550
C., B. & Quincy R. R. (West)	59,895		4,770			169,250	2,810,500	11,750	6,390,000	2,399,200	18,010
Chicago & Eastern Ills. R. R.	4,265	100						3,655	10,592,000		48,560
St. Louis, Troy & East. R. R.	2,630					261,750		1,570	1,551,000		40,550
Litchfield & Madison R. R.	1,060	15,915				241,500	4,256,880	5,465		108,442,200	9,580
Upper Mississippi River	19,215					702,750		19,315			14,980
Lower Mississippi River	520					29,250					110
Illinois River	62,967	498					7,700				
Missouri River	390				144		53,490	145			
Ohio, Oumb. & Tenn. Rivers	18,471	30					7,600		35,900		
Express	831						1,000				
Total	315,939	65,532	12,929	2,129	507	3,320,000	15,546,230	94,315	25,627,800	189,742,480	901,340

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906--Continued.

BY RAILROAD, RIVER, ETC.	BEAM AND SUPERSTORY.		Cordage and Rope, Cords	Cattle, Head.	CASTOR BEANS.		CEMENT.		Cheese, Boxes.	Coal, Tons.
	Balks.	Cais in Bilt.			Bu. Bulk.	Sacks.	Barrels.			
	101,005			50,892			250,850	300	10	16,620
	229,775	206		104,827				306	70	640
	94,520			290,114		509	17,520	306		
	87,505			158,410			278,225	1,106	20	180
		469		27,325		1,209	1,360	154		1,720
	50,990			231,129		609	600		60	500
				4,661				206		
	9,120	12		23,650			1,000			26,410
	1,835	11					60	209		107,690
	2,280	2		26,792			18,720	29,480	27,620	820,888
			90	3						420
	800	3	20	12,689						488,410
	145,780			8,480						117,980
			650	2,322			59,916	21,570		620,510
	1,200		3,595	5,284			281,900	4,208		721,050
	7,170		160	17,957			1,840	610	5,955	5,140
			1,040	4,126					49	144,978
		3	21,260	5,587		250	19,650	1,409	220	621,960
	1,800		2,250	5,957			212,750	12,350	356,550	436,310
	2,780		80	2,102			2,070			45,610
	44,050		6,480	12,810		3,215	16,220	1,090	20	116,850
	1,600	242		12,140						150
	226,060	17	90	46,611			945,280	10,685	10,645	128,540
			1,160	28			55,190	25,625		355,270
	205			3,201						
	240		1,040	8,268						
			20	2,082						
	265			527						
				369						
				24,122						
Total	1,009,150	1,045	89,665	1,254,226	5,525	2,409	2,208,260	110,170	960,620	4,581,925

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1905--Continued.

By Railroad, River, Etc.	COFFEE.		CORN.		Corn Meal, Bbls.	COTTON.		Cotton Seed, Tons.	Cot. Seed Meal, Tons.	Coke, Tons.
	Sacks.	Pkgs.	Sacks.	Bushels.		Local Bales.	Through Bales.			
	210	50		179,800					46	26
	80,010		2,016	8,151,400	38,050	116	7,456	800	655	
	69,535	240	386	10,800		28,418	40,250	3,000	5,545	480
	8,340	10	392	1,181,300						
	1,010			757,500	575	2,945	125	20		
		140	4,444	146,400		9,524	68,220	30	60	
			1,060	1,000		13,818	51,284	5,610	11,755	
	106,425	420		4,000		20,465	216,949	360	8,805	1,020
	91,900	250	50	124,200	1,650	2,344	84,045	340	4,540	608
	28,238	555		331,000		2,953	1,000	385	1,145	2,590
	58,455	330								25,245
	52,385	250	1,510	29,400		2,641		370	35	85,185
	790				520	2,006	60,047	20	1,235	
	380		36	4,700	150					54,875
	2,260	295		81,900						16,415
	61,140			1,455,200	125					28,220
	1,820			55,000						27,840
	6,280	215	38	95,200	60					3,510
	20,290	1,170		844,900	59,850					3,800
	2,905	20,005		59,800						3,215
		1,590		1,072,400						20
				4,475,200					80	
	7,470	3,375		8,690,400	17,760	619	566			935
	1,530	440		202,400					30	
				3,000						
			9,722							
			46,162			1,892		265		
			3,985							
			1,454			3,371		317	35	
				425,000						
Total	576,860	39,565	71,203	17,839,900	118,240	57,616	530,043	11,427	34,070	222,808

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1905--Continued.

III RAILROAD, RIVER, ETC.	Dried Fruit, Packages.	EGGS.		Flax Seed Bushels. Bulk.	Fish. Packages.	Flour, Barrels.	Grease, Pounds.	Glucose, Barrels.	High Wines, Whiskey and Spirits Barrels.
		Packages, Local.	Packages, Through.						
.....	3,350	4,043	643	88,300	600	98,100	87,600	.....	450
.....	2,028	19,628	381,743	1,800	.....	682,345	.....	.....	50
.....	11,895	64,476	100,169	3,135	10	74,560	.....	.....	.....
.....	31,665	47,831	1,555	4,500	.....	220,710	.....	.....	.....
.....	6,663	28,844	10,865	44,400	.....	273,895	51,000	.....	.....
.....	60	62,655	55,810	.....	.....	74,000	.....	.....	.....
.....	.....	304	847	.....	.....	.....	.....	.....	.....
R. R.	1,505	8,951	30,399	.....	.....	6,825	.....	.....	.....
.....	.....	.....	.....	.....	.....	2,830	.....	.....	10
R.	8,835	8,250	.....	680	.....	25,855	.....	.....	6,645
.....	55	9,388	.....	.....	.....	6,060	.....	.....	26,280
.....	.....	2,708	11,868	.....	.....	709	37,500	.....	3,710
.....	2,458	171	.....	.....	840	39,815	.....	.....	20
R.	29,125	8,028	.....	.....	12,050	28,120	.....	30	18,118
.....	302	1,206	.....	.....	.....	200	.....	3,145	14,855
R.	.....	.....	.....	.....	.....	.....	.....	.....	6,280
.....	5,375	98	.....	.....	260	42,403	344,800	.....	3,080
.....	1,159	5,070	1,450	.....	136,490	50,485	68,000	160	10,150
.....	.....	.....	.....	650	500	18,325	.....	.....	200
.....	.....	1	600	.....	.....	172,810	.....	16,125	10
.....	.....	.....	.....	6,300	.....	95,410	.....	.....	34,890
.....	369	26,343	13,011	.....	355	896,690	1,085,200	1,430	738
.....	.....	.....	.....	.....	40	1,285	.....	170	.....
.....
.....
.....	865	4,285	.....	130	.....	4,850	6,200	.....	.....
.....	897	26,436	.....	.....	50	1,820	1,600	.....	.....
.....	1,835	1,825	.....	.....	.....	1,025	.....	.....	.....
.....	.....	4,807	.....	.....	.....	250	1,100	.....	.....
.....	15	171,574	.....	.....	.....	.....	.....	.....	.....
Total	102,520	491,758	486,499	1149,955	3142,566	2,529,780	1,533,000	20,660	1128,885

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

By Railroad, River, Etc.	HAY.		Horses and Mules, Head.	Hides, Pounds.	Hogs, Head.	Hops, Bales.	Iron and Steel, Tons.	Jute, Bales.	Lard, Pounds.	Lead, Pigs.
	Local, Tons.	Through, Tons.								
Mo. Div	970	99	10,111	3,822,540	119,205	1,308	30	..	2,651,000	525
..	4,485	8,845	31,820	3,848,360	219,396	..	..	..	2,636,900	482,485
..	4,180	..	8,617	3,345,540	302,684	..	..	..	..	75,985
..	4,530	1,930	25,716	17,687,260	829,447	79	..	..	2,160,600	58,920
..	4,470	100	5,179	1,947,860	63,052	908	1,230	..	4,632,300	..
R. R. R.	18,825	525	6,116	12,158,420	118,607	..	..	..	849,100	157,705
R. R. R.	340	505	84	181,370	7,393	..	..	..	..	..
Division)	360	..	1,753	6,017,660	117,533	30	575	29,923	51,100	1,075,890
..	30	..	..	905,090	..	..	340	..	..	..
..	7,515	16	2,835	1,146,950	122,371	1,955	6,970	..	3,255,560	..
..	..	..	..	1,690	..	..	5,390	..	4,800	..
..	1,400	..	3,606	137,540	49,123	..	1,225	..	13,000	..
..	10	..	600	491,790	27,604	..	20	..	54,600	..
..	735	89	210	..	20,292	..	5,135	..	..	..
..	7,050	..	1,269	7,600	16,253	..	825	..	..	..
..	3,950	..	6,486	92,160	127,229	..	883	17,855	437,400	..
..	15,105	2,980	2,545	..	24,677	670	1,705	..	..	..
..	3,485	21,760	2,487	7,280	13,329	60	63,486	..	43,200	26,065
..	29,570	4,480	6,841	126,670	59,545	790	32,570	..	4,320,600	53,540
..	12,795	13,409	751	..	19,287	611	174,709	..	..	..
..	3,180	470	1,479	212,630	56,789	1,030	27,809	..	61,480	26,975
..	31,845	2,102	10,472	..	115,710	..	..	..	427,600	171,135
..	20,765	949	48,361	10,016,490	262,971	60	60	..	93,558,600	630
..	1,380	419	754	26,000	60	..	9,316	..	93,918,200	..
..
..	180	..	1,129	78,980	16,267	..	45	..	272,760	..
..	879	..	1,052	263,530	41,026	..	40	..	8,080	..
..	10	..	..	18,900	21,496	..	..	..	..	..
..	19	..	96	9,600	1,736	..	..	..	..	..
..	6	..	15	17,530	1,399	..	..	..	..	..
..	..	..	15	..	22,813	..	..	..	..	..
..	..	..	11,745	..	..	..	..	..	..	..
Total..	182,940	52,005	190,195	63,544,260	2,497,936	7,429	336,595	56,277	116,341,000	2,127,985

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1905—Continued.

By Railroad, River, Etc	LEATHER.		Lemons.	LUMBER.		Malt, Becks.	MEAS. AND BUNDLES.		Molasses, Barrels.	Melons, Cans.
	Rolls	Sides.	Pkgs.	Cans.	M Feet.		Packages.	Cans.		
.....	110	.....	620	51	.....	.....	258,110	2,478	.....	.....
.....	10	.....	4,350	4,650	.....	.....	234,120	18,107	830	2
.....	.....	.....	2,810	15,140	.....	.....	448,810	13,639	.....	226
.....	2,660	540	54,800	272	.....	1,480	675,190	7,601	60	1
.....	.....	.....	1,290	97	.....	.....	117,570	6,115	360	13
.....	.....	.....	1,245	1,149	.....	.....	92,520	4,898	20	76
.....	.....	.....	23,520	19,860	.....	.....	548,730	29,153	100	48
.....	.....	.....	.....	36,615	.....	.....	2,850	2,891	10,715	923
.....	5,005	2,100	.....	17,735	.....	36,660	431,100	16,188	1,450	384
.....	2,840	.....	310	10,967	.....	.....	178,910	1,713	6,540	.....
.....	250	.....	.....	61	.....	.....	269,460	6,477	88	10
.....	.....	.....	5,645	1,149	.....	.....	249,230	6,531	9,835	119
.....	.....	.....	.....	24,683	.....	1,075	736,720	13,811	19,560	104
.....	590	1,370	.....	677	.....	.....	1,273,710	7,956	.....	1
.....	23,790	5,660	300	107	.....	27,470	1,981,340	10,741	120	13
.....	6,060	168,410	.....	245	.....	.....	1,827,220	17,645	.....	18
.....	20,845	25,320	5,135	5	.....	.....	1,028,270	11,756	50	.....
.....	6,850	305,250	980	125	.....	.....	1,662,900	9,005	60	9
.....	23,100	4,090	1,190	892	.....	130,850	830,150	8,053	40	.....
.....	120	.....	10,850	125	.....	.....	182,420	13,256	5,945	.....
.....	19,740	7,380	290	275	.....	30,620	180,500	7,989	.....	3
.....	.....	100	.....	348	.....	580	776,450	6,060	420	3
.....	13,735	2,250	13,110	972	.....	560	241,870	4,037	.....	.....
.....	480	1,170	.....	701	.....	.....	.....	190	.....	.....
.....	.....	.....	.....	1	.....	.....	.....	24	.....	.....
.....	.....	.....	.....	.....	.....	.....	90,460	.....	.....	.....
.....	10	.....	.....	.....	4	.....	135,270	.....	.....	.....
.....	40	.....	.....	.....	1,622	.....	16,260	.....	.....	.....
.....	.....	.....	.....	.....	7	.....	2,250	.....	.....	.....
.....	.....	.....	.....	.....	133	.....	75,450	.....	.....	.....
.....	.....	.....	.....	.....	2,652	.....	.....	.....	.....	.....
Total	124,725	516,790	126,206	137,663	4,418	229,295	13,645,560	225,803	50,005	1,333

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1905—Continued.

By Railroad, River, Etc.	Nails, Kgs.	OATS.		Patented and Belted Seta. Packs.	OILS.		ONIONS.		Oranges, Boxes and Bbls.
		Sacks.	Bushels.		Barrels.	Tons.	Bks. & Bbls.	Cars.	
7	130	2,954	380,300	1,175	165	21	945	2	1,190
		16	1,017,900	800		1,860	1,375	5	10,055
			2,823,850		3,005	1,537	7,720	45	32,640
			74,250			25	60	13	147,815
	10	510	17,550			3	56,810	9	15,790
					1,460	141	4,810	35	10,245
			4,050			307	201,895		194,535
	4,070		1,205,550		3,775	54	32,215	54	4,240
	59,575		1,350	800			3,950	1	280
Louisville & Nashville R. R.	30				655	250	730		12,605
Mobile & Ohio R. R.	1,600				355	5		1	29,620
Southern Railway	11,360		91,800		2,190	451	500	19	1,650
Balt. & Ohio S.-W. R. R.	52,055		1,204,200		3,940	645	8,850	32	1,360
Chicago & Alton R. R.	84,780		56,700		12,620	1,391		13	
C., C. & St. L. R. R.	73,325	50	99,900	4,540	26,155	160	650	66	
Vandalia R. R.	11,900		958,500	700	1,760	575	8,540	41	250
Webach R. R. (East)	156,950		32,400	415	3,195	422	2,395	5	100
Tol. St. Louis & West. R. R.	6,930	9,663	2,771,550	1,050	110	21	750	1	
Chl., Peoria & St. Louis R. R.			2,055,400			892		49	
C., B. & Quincy R. R. (East)			5,113,800	35,240	1,155	136	16,615	313	64,955
C., B. & Quincy R. R. (West)		250	44,550			27		13	
Chicago & Eastern Ill. R. R.			1,850						
St. Louis, Troy & East. R. R.			25,550						
Litchfield & Madison R. R.		1,357					1,995		
Upper Mississippi River		35					2,730		
Lower Mississippi River							25		
Illinois River									
Missouri River									
Ohio, Cumb. & Tenn. Rivers									
By Wagon			315,000						
Total	453,055	14,823	19,204,200	44,220	68,500	9,563	340,955	615	527,010

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1905--Continued.

BY RAILROAD, RIVER, ETC.	ORE.		Pig Iron, Tons.	Poultry and Furs, Packages.	PORK PRODUCT.			POTATOES.	
	Iron, tons.	Zinc, tons.			B'ld Pork Bbls.	Hams, lbs.	Mesta, lbs.	Beets and Bbls.	Cars.
.....	760	2,205	4,775	.....	288	636,390	38,846,800	1,895	7
.....	25,085	2,640	94,875	.....	.....	5,521,100	65,126,900	4,885	29
.....	.....	.....	360	9,338	75	268,700	40,761,400	31,180	14
.....	5,430	.....	220	1,192	.....	.....	1,386,400	29,545	130
.....	.....	.....	20	2,632	.....	20,400	517,100	1,440	31
.....	15,740	960	12,325	180	.....	.....	.....	23,720	74
.....	420	40	12,895	.....	.....	.....	97,200	2,648	146
.....	.....	.....	12,570	20	.....	.....	8,662,800	227,150	64
.....	.....	.....	1,325	.....	.....	14,600	4,700	25	7
.....	.....	.....	78,970	.....	.....	.....	.....	148,965	148
.....	380	.....	35,650	.....	.....	.....	.....	5,355	.....
.....	.....	.....	25,475	.....	.....	.....	.....	7,820	71
.....	.....	.....	14,090	101	.....	.....	.....	19,510	125
.....	.....	.....	5,520	90	.....	.....	.....	370	40
.....	.....	.....	24,890	.....	.....	26,300	16,809,700	8,880	59
.....	195	.....	4,015	.....	.....	6,542,300	1,546,200	28,525	105
.....	.....	.....	605	.....	575	.....	18,308,300	2,200	1
.....	.....	.....	3,385	.....	.....	.....	28,000	2,175	25
.....	1,180	.....	6,020	2	.....	.....	1,114,100	138,950	184
.....	4,130	425	2,410	.....	.....	25,000	18,956,000	5,725	74
.....	.....	.....	825	9,600	2,425	17,322,100	94,197,700	.....	33
.....	.....	50	1,215	.....	.....	.....	.....	15,355	210
.....	.....	.....	.....	.....	.....	.....	.....	2,675	214
.....	.....	.....	.....	.....	.....	.....	.....	.....	58
.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	232	.....	.....	666,300	350	.....
.....	.....	.....	.....	511	655	.....	1,000	22,740	.....
.....	.....	.....	.....	2	.....	.....	.....	90	.....
.....	.....	.....	.....	18	.....	.....	.....	48	.....
.....	.....	.....	.....	76	.....	.....	.....	170	.....
.....
Total	68,220	12,720	268,055	24,785	8,945	30,896,700	296,664,700	712,225	2,180

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

By RAILROAD, RIVER, ETC.	RYE.		Rice, Packages.	Rodn. Barrels.	Railroad Iron, Tons.	SALT.			Seeds, Sacks and Bbla.	Sheep, Head.
	Sacks.	Busbels.				Sacks.	Barrels.	Cars in Blk.		
		5,000	4,415	220		7,500		329	600	62,062
		42,800	6,980			2,730	300	1		40,816
		1,000	12,410			85		1		103,172
		80,600	2,430					2	1,055	123,353
		8,000	3,930		50			1		13,353
		5,400	20,670							61,942
	1,940	4,000	56,880	540	730		100	6	300	1,435
			7,850		20			2		20,952
		9,800	79,525	6,950		26,770	10,615	233		19,905
			40							
		2,000	80	11,225		300		1		
			45,620	71,110	120	1,900		263		
					5,520		550			
		2,000	2,450				360	26		27,745
		5,000	900				2,440	28		10,352
					1,265	5,720	28,975	139	1,600	6,177
						6,095	23,565	154	3,455	4,266
		4,000	250		8,750	6,905	91,160	1	165	15,460
		25,000	30		44,085	1,675	77,440			7,449
		4,000			26,380	36,015		552		5,402
L. R.					4,690					2,392
L. R.					90		1,325	6		2,380
act)			1,500			1,260	2,110	3	32,645	4,665
est)			300			465	14,770	16		7,939
L. R.					27,450					136,325
L. R.										30
R.										
	372								163	2,285
	124								1,140	8,265
	93								205	3,279
	6								170	308
vote									6	184
										4,532
Total	2,526	554,000	347,630	69,740	119,150	94,720	250,290	1,796	39,992	690,373

Mobile & Ohio R. R.
Southern Railway

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906—Concluded.

By Railroad, River, Etc.	TURPENTINE.		Tin, Boxes.	TEA, Chests.	WHEAT.		WINES AND LIQUORS.		Wool, Pounds.	Zinc and Spelter, Blasb.
	Barrels.	Tanks.			Sacks.	Bushels.	Barrels.	Br. & Cases.		
				3,685	77,394	1,140,060	185	2,310	38,530	5,598
				400	2,945,450	2,945,450	9,755	640	900,840	2,179,529
					579,350	579,350	485		263,890	762,260
					325	3,417,350	110		8,771,210	
					24,693	2,669,400	170		349,840	
						1,399,000	115		274,790	377,015
					9,645	4,750		4,085		
					312	60,700	130		224,740	34,145
					9,384	164,100			25,000	1,200
						429,850	10		2,999,840	
							410	61,415	720	
						16,100	140	1,790	50	
						58,600	70	1,600	27,290	
					193	46,100	30	455		
						152,400	225	19,535	73,700	
						601,950	285	19,130	293,200	3,930
						303,300	7,790		12,630	
						47,300	1,140	8,310	12,440	
						172,250	4,310	6,855	59,400	
						55,400		175		
						645,900			1,208,950	
						1,164,500			5,100	
						5,300,650	1,585	95	8,448,670	1,905
						2,750			200	
						11,400				
						4,700				
					90,443		80	30	47,080	
					161,906		10	120	161,100	
					29,241		25	630	1,440	
					30,497			10	7,920	
									4,440	
						317,413				
Total	303	108	202,855	11,780	433,834	20,025,613	27,100	108,310	24,296,180	3,864,955

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1905.

Date—1905.	APPLES.		Ale and Beer Pkgs.	Bagging, Rolls.	Bananas, Cars.	BARLEY.		Butter, Lbs.	Beans, Pkgs.	Beef, Bbls. & Tcs.	Barbed Wire, Lbs.	Canned Beef, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
	Bbls.	Boxes				Sks.	Bush.							
January	20,660	.....	311,700	9,760	48	2,015	26,685	736,230	17,060	3,685	4,049,600	478,500	39,530,000	92,245
February ...	15,365	1,410	291,535	6,370	66	1,131	27,920	757,540	17,065	320	2,692,400	170,270	34,069,700	80,905
March	26,890	1,990	502,875	10,795	78	48	26,160	808,650	27,725	155	2,563,900	268,400	31,760,200	108,205
April	17,935	7,095	437,530	9,375	77	.....	8,500	506,600	23,775	207	2,359,200	72,160	30,318,400	92,775
May	11,887	9,070	599,676	14,349	96	.....	27,760	535,880	32,942	147	1,826,000	74,680	36,208,900	96,364
June	8,030	3,420	669,180	23,110	143	.....	630	1,497,350	31,765	80	1,076,700	173,800	44,899,700	117,320
July	6,090	280	608,550	24,880	129	.....	.....	1,113,090	24,570	420	970,900	171,650	42,177,600	113,650
August	14,530	790	680,930	82,490	128	.....	1,300	1,071,380	23,120	170	1,359,200	107,360	35,629,500	127,360
September ..	29,710	8,340	563,370	57,780	159	.....	6,450	984,070	22,120	890	1,553,100	81,410	37,195,900	121,560
October	41,030	17,590	474,310	36,190	102	.....	21,010	906,250	37,390	525	1,590,600	159,720	38,976,800	127,530
November ..	30,690	13,720	395,600	36,910	77	1,630	44,940	905,800	37,010	585	1,344,800	156,440	34,228,000	123,120
December ..	23,890	9,310	404,150	23,130	67	300	84,370	681,250	31,710	530	1,871,100	217,930	33,149,200	149,560
Total	246,707	73,015	5,939,406	340,139	1,170	5,124	275,725	10,451,150	326,252	7,724	22,762,500	2,127,830	438,163,900	1,350,614
By Railroad	237,175	73,015	5,893,185	330,535	1,170	5,124	275,725	10,417,490	316,840	7,305	22,098,200	2,127,330	437,904,400	1,339,740
“ River ...	9,532	.....	46,221	9,604	.....	.....	.....	33,660	9,412	419	664,300	.....	259,500	20,874

THE CITY OF ST. LOUIS.

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1905—Continued.

DATE—1905.	BRAN.		Cattle, Head.	Castor Beans, Bush. Bulk.	Cheese, Boxes.	Coal, Tons.	COFFEE.		CORN.		Corn- meal, Bbls.	Cotton, Bales.
	Sacks.	Qtrs, bulk.					Sacks.	Pkgs.	Sacks.	Bushels.		
January	86,245	79	13,118	192	14,360	141,010	28,550	33,030	1,700	1,001,710	14,790	75,717
February	50,630	65	10,012	710	20,940	126,250	28,345	27,655	16,233	1,298,065	15,255	43,166
March	83,205	82	12,980	180	42,040	152,320	30,955	31,620	37,082	1,269,630	21,725	76,003
April.....	70,600	63	17,596	580	24,185	80,270	27,212	29,630	14,125	1,014,880	12,665	63,492
May.....	70,025	43	27,530	370	23,669	138,460	34,520	34,165	5,897	635,795	11,574	48,022
June	66,240	86	35,930	.....	28,610	147,075	36,470	37,665	15,785	1,462,220	13,150	42,455
July.....	81,100	79	37,821	100	19,520	106,010	33,130	35,040	21,240	1,148,040	13,050	31,015
August	191,785	62	44,783	.....	26,420	115,495	35,850	39,140	13,717	1,506,955	11,730	28,880
September.....	140,370	88	51,223	175	42,980	150,270	36,425	37,370	1,700	808,980	9,075	16,173
October.....	135,490	141	52,049	.....	51,370	133,005	32,430	41,900	20,970	1,361,230	10,660	23,529
November	123,265	124	44,843	800	47,265	164,085	30,130	35,430	16,250	1,041,820	13,760	73,946
December	73,190	184	29,342	1,850	36,260	179,975	31,860	36,335	35,155	1,398,780	15,160	96,877
Total.....	1,122,145	1,096	377,227	4,957	377,629	1,634,225	385,877	418,980	199,854	13,948,155	162,594	619,275
By Railroad.....	1,120,290	1,096	374,946	4,162	362,975	1,634,205	380,170	418,980	196,827	13,948,155	156,955	619,126
" River	1,855	.....	2,281	795	14,654	20	25,707	.....	4,027	.....	5,639	149

TRADE AND COMMERCE OF

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1905—Continued.

Date—1905.	Cotton- seed Meal, Tons.	Candles Boxes.	Dried Fruit, Pkgs.	Eggs, Pkgs.	Flaxseed, Bus. bulk.	Flour, Bbbl.	Fertil- izer, Tons.	Grease, Lbs.	Hay, Tons.	Horses and Mules, Head.	Hides, Lbs.
January	5,110	21,700	18,120	28,439	.....	325,880	4,685	201,800	8,185	14,700	10,942,800
February	4,640	21,986	19,750	15,614	20	263,355	2,875	517,200	9,675	10,806	9,108,200
March	5,465	26,840	29,530	112,999	1,250	300,945	5,554	1,624,300	9,641	18,807	11,291,900
April.....	1,885	18,430	27,525	212,401	290	256,070	4,882	498,700	8,733	9,666	9,870,600
May.....	1,345	13,624	33,204	127,232	2,160	215,704	2,996	915,600	6,645	7,497	8,957,500
June	855	16,010	37,110	100,886	.....	246,710	2,890	1,755,600	8,270	10,662	8,590,100
July.....	655	10,550	38,990	70,701	.....	239,495	3,057	1,774,700	3,820	11,401	8,193,500
August	215	13,080	33,415	55,305	13,010	310,400	5,610	1,476,500	6,961	10,777	8,413,900
September.....	185	10,890	34,265	38,029	4,240	367,530	8,765	1,929,500	7,855	19,076	11,001,000
October.....	2,000	13,900	47,530	43,603	1,020	360,110	5,230	789,900	6,175	18,618	10,865,400
November.....	7,465	26,510	51,650	40,140	1,970	307,010	4,405	113,200	5,555	20,743	9,530,000
December	5,445	26,530	40,570	28,066	.....	270,400	3,580	1,023,900	8,615	18,275	11,609,700
Total.....	35,275	225,050	416,759	873,415	23,960	3,472,609	54,529	12,620,900	90,130	170,593	118,364,600
By Railroad.....	35,275	223,961	374,060	872,835	23,910	3,454,355	54,480	12,592,800	89,610	167,693	118,364,100
River .....	.....	1,089	42,699	580	50	18,254	49	28,100	520	2,900	500

THE CITY OF ST. LOUIS.

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1905--Continued.

DATE—1905.	Hornly and Grits, Bbls.	Hogs, Head.	Lard, Lbs.	Lead, Pigs.	Lemons Boxes.	LUMBER.		Malt, Sacks.	MDSE. & SUNDRIES.		Molasses	MOLASSES.		
						Cars.	M ft.		Packages.	Cars.		Bbla.	Cases.	Kegs.
January	13,600	34,378	12,680,200	104,615	8,205	6,187	.....	22,020	5,832,280	21,950	.....	14,615	5,180	4,365
February	11,200	33,081	10,681,000	97,210	8,645	5,917	.....	24,130	4,870,640	19,945	.....	15,465	10,510	9,024
March	11,300	40,854	10,271,600	153,915	12,270	8,490	46	14,880	5,448,110	24,315	.....	9,555	31,390	5,980
April.....	11,192	36,756	7,949,700	123,710	7,625	7,910	68	11,160	6,172,913	22,870	.....	7,689	21,375	6,130
May.....	10,750	49,383	8,109,400	90,950	9,500	7,961	125	16,170	6,619,903	23,705	.....	11,364	65,740	6,023
June	10,590	35,726	8,526,000	131,790	11,700	8,211	204	10,710	7,350,680	25,345	110	9,070	50,540	4,790
July.....	9,430	35,561	9,010,900	118,430	17,300	6,547	169	16,330	5,742,340	22,993	223	8,940	24,110	2,830
August	9,480	47,940	11,224,700	114,750	9,530	7,455	154	13,850	6,036,300	24,597	494	8,520	20,790	3,725
September...	8,455	50,388	12,430,000	99,865	8,815	7,169	156	13,700	5,419,760	22,951	2	7,395	23,020	4,140
October.....	8,870	60,656	8,637,700	173,740	11,030	7,401	259	11,780	5,567,080	24,938	.....	9,420	25,450	5,020
November...	9,780	44,814	13,088,700	168,575	10,470	6,211	126	12,250	5,650,870	23,234	.....	9,370	19,180	5,520
December ...	11,700	54,581	14,543,400	161,230	8,750	6,529	128	17,840	4,897,390	22,901	.....	10,500	21,010	8,100
Total.....	126,347	529,118	127,133,300	1,533,780	123,840	85,968	1,435	184,870	69,608,246	279,744	829	121,903	318,285	65,647
By Railroad.	125,815	524,769	126,488,800	1,537,630	123,840	85,968	.....	182,090	68,630,105	279,744	829	120,750	318,285	64,794
“ River....	532	4,349	644,500	1,120	.....	.....	1,435	2,780	968,141	.....	.....	1,153	.....	853

TRADE AND COMMERCE OF

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1905--Continued.

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1905--Continued.

Date—1905.	POTATOES.		RYE.		Rice, Pkgs.	SALT.			Sheep, Head.	SUGAR.		
	Pkgs.	Bushels.	Sacks	Bushels.		Sacks.	Barrels.	Cars, Bulk.		Hhds.	Bbls.	Bags.
January	23,635	59,080	.....	62,810	23,010	4,380	9,415	21	1,067	.....	43,075	43,475
February	38,470	67,960	100	94,155	26,115	5,365	7,900	23	1,255	.....	25,400	31,770
March	58,120	58,180	474	47,955	25,130	6,480	11,725	15	804	61	21,570	31,490
April.....	31,005	9,300	36	63,270	25,165	6,330	11,095	23	1,708	.....	26,790	44,200
May	37,019	9,430	103	6,715	23,324	7,600	11,033	11	4,562	.....	30,506	56,803
June	242,110	60,280	.....	10,110	26,560	10,110	11,490	14	13,019	10	39,150	99,900
July.....	47,460	23,440	400	3,800	22,070	10,250	9,620	12	14,998	.....	26,390	47,730
August.....	29,660	17,760	852	10,010	21,900	9,190	18,860	15	19,469	14	31,990	59,450
September.....	37,990	14,930	1,164	10,130	21,075	13,445	21,215	62	16,407	110	22,200	42,125
October	40,820	20,310	130	38,950	25,590	12,410	17,790	82	9,246	.....	27,365	42,250
November	32,230	34,870	300	68,020	27,390	8,820	15,060	61	5,793	10	29,590	25,760
December	28,030	35,790	240	67,670	29,310	8,930	14,270	57	4,031	.....	26,860	35,770
Total.....	646,579	411,330	3,854	483,595	301,629	103,310	159,493	396	92,362	205	350,876	560,713
By Railroad.....	636,125	411,330	3,446	483,595	293,400	102,530	153,655	396	91,933	195	339,130	541,820
“ River.....	10,454	.....	408	.....	3,229	780	5,838	.....	424	10	11,746	18,893

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1905--Concluded.

Date--1905.	Soap, Boxes.	Sour- kraut, Pkgs.	Tallow, Lbs.	Tobacco Manufact'd, Pounds.	WHEAT.		Whisky and High- wines, Bbls.	Wool, Pounds.	White Lead, Pounds.	Zinc and Spelter, Slabs.
					Sacks.	Bushels.				
January	81,120	2,230	572,900	6,585,550	7,194	1,202,896	8,655	527,600	5,900,500	245,140
February	98,240	3,100	761,450	6,752,585	2,077	1,251,855	8,260	462,800	5,135,780	307,650
March	109,050	4,440	1,321,300	8,242,450	904	1,577,850	8,994	2,479,800	6,263,830	351,310
April.....	98,850	1,560	934,700	7,225,750	224	1,137,100	7,419	568,200	5,106,200	217,120
May.....	126,102	1,840	732,500	7,317,000	.....	1,146,780	8,024	2,687,500	6,011,250	147,980
June	105,155	1,980	2,068,500	8,331,400	2,856	1,334,335	9,535	3,289,300	7,175,200	246,630
July.....	87,230	1,830	1,430,000	7,278,500	1,784	2,423,785	7,770	2,562,200	5,708,800	247,120
August	111,540	5,020	1,638,200	8,210,430	2,848	2,296,140	9,280	4,311,800	5,417,170	290,050
September.....	102,485	33,690	584,300	7,715,660	3,004	1,796,730	9,050	1,850,700	6,102,800	244,400
October.....	87,000	29,750	847,300	7,738,400	1,340	1,488,820	10,035	2,124,200	4,896,450	302,510
November	98,800	17,830	1,362,400	7,188,000	2,676	1,336,255	11,645	1,054,470	3,063,400	312,190
December	124,260	13,335	1,460,600	7,770,160	663	1,190,360	12,060	968,700	2,419,000	428,320
Total	1,229,882	116,605	13,764,150	90,455,865	25,575	18,183,125	110,707	22,887,270	68,214,440	3,340,420
By Railroad....	1,208,755	116,605	13,763,850	90,331,245	23,271	18,183,125	107,785	22,887,270	61,470,840	3,340,420
River	21,077	.....	300	134,540	2,304	.....	2,912	50,000	1,743,600	.....

THE CITY OF ST. LOUIS.

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1905.

BY RAILROAD.	APPLES.		Ale and Beer, packages.	Bagging, rolls.	Bannas, Cans.	BARLEY.		Butter, lbs.	Beans, pks.	Beef, barrels and tierces.	Barbed Wire, lbs.	Canned Beef, lbs.
	barrels.	boxes.				Sacks.	Bush.					
Mv.	330	16,875	53,780	.....	.....	.....	.....	53,000	730	.....	3,552,900	27,000
.....	3,820	.....	621,680	.....	49	.....	1,310	242,810	40,935	20	5,157,600	117,960
R.R.	10,765	.....	331,275	560	70	.....	.....	74,115	20,525	.....	.....	.....
.....	110	40	352,850	1,490	6	55	4,500	20,680	2,260	.....	608,200	12,560
R.	8,185	10,160	431,730	88,545	9	.....	9,890	14,110	69,555	100	7,087,800	.....
.....	5,120	260	160,505	9,480	130	.....	.....	6,880	32,355	40	1,446,800	35,560
.....	17,715	140	74,120	6,465	.....	.....	.....	2,610	1,150	3,690	251,800	200
.....	75,350	32,830	1,352,670	185,040	.....	5,069	705	1,582,860	38,250	690	3,172,800	986,100
v.)	900	.....	2,650	200	.....	.....	.....	.....	2,000	.....	1,751,000	.....
.....	75,600	.....	497,110	1,760	.....	.....	.....	39,490	52,400	.....	.....	.....
.....	355	280	62,650	.....	.....	.....	1,255	2,610	180	.....	.....	200
.....	4,680	670	66,275	.....	.....	.....	18,630	75,585	30	.....	3,100	4,300
.....	11,700	.....	167,645	39,880	.....	.....	82,740	43,800	10	.....	.....	.....
.....	1,965	100	118,585	645	1	.....	138,395	254,830	3,170	3,350	26,700	287,240
.....	2,185	670	96,315	.....	.....	.....	.....	32,680	470	200	4,000	406,750
.....	2,650	10	476,520	.....	7	.....	.....	51,370	400	.....	523,700	216,000
.....	2,545	1,490	160,890	.....	.....	.....	1,356	168,120	6,330	.....	.....	29,500
R	640	.....	770	.....	.....	.....	.....	68,840	.....	.....	.....	.....
.....	3,370	5,450	142,555	30	.....	.....	.....	5,850	1,520	80	6,000	.....
Wabash R. R. (East)	4,780	3,540	154,980	30	22	.....	.....	5,368,980	51,130	.....	.....	.....
Toledo, St. Louis & Western R. R.	180	.....	123,935	.....	.....	.....	31,210	2,089,060	500	.....	.....	.....
Chicago, Peoria & St. Louis R. R.	780	150	61,865	210	11	.....	730	95,000	1,110	25	187,500	.....
Litchfield & Madison R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington & Quincy (East)	1,880	260	114,250	.....	754	.....	.....	.....	.....	.....	63,000	.....
Chicago, Burlington & Quincy (West)	1,610	.....	391,460	930	111	.....	.....	36,590	570	150	220,600	3,300
Total by Rail.....	237,175	73,015	5,993,185	330,545	1,170	5,124	375,725	10,417,490	316,840	7,305	22,098,200	2,127,330
BY RIVER.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	5,825	.....	8,021	1,684	.....	.....	.....	24,160	2,312	806	180,100	.....
Lower Mississippi River.....	3,400	.....	32,945	4,040	.....	.....	.....	8,590	6,160	101	829,800	.....
Missouri River.....	15	.....	190	.....	.....	.....	.....	.....	565	5	89,500	.....
Illinois River.....	65	.....	3,135	210	.....	.....	.....	.....	200	.....	34,800	.....
Ohio, Cumberland and Tennessee.	227	.....	1,920	3,670	.....	.....	.....	410	184	7	30,800	.....
Total by Rail and River.....	245,797	73,015	5,989,466	340,139	1,170	5,124	375,725	10,451,150	326,252	7,724	22,762,500	2,127,330

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

BY RAILROAD.	Fresh Beef, Pounds.	Hides and Skins, Cases.	BRAN.		Cattle, head.	Castor Beans, bus. bulk.	Cheese, boxes.	Coal, tons.	COFFEE.		CORN.	
			Barrel.	Cats. bulk.					Sacks.	Flats.	Sacks.	Bushels.
C. & A. R. R., Div.	143,300	14,820	10,665	7	3,173	...	449	2,825	1,085	465	8,445	99,920
Missouri Pacific R. R.	110,300	79,325	30,650	...	2,599	230	80,515	189,415	66,926	64,750	...	29,370
Wabash R. R. (West)	...	52,145	...	...	4,549	...	32,810	174,970	20,815	23,375	45	10,720
C., R. I. & P. R. R.	2,700	20,650	70	...	187	...	8,325	69,485	17,365	7,520	282	510,090
St. L. & S. F. R. R.	19,700	478,375	9,845	8	507	...	2,325	122,045	4,760	97,045	2,425	18,810
Mo., Kan. & Tex. R. R.	60,400	168,900	1,545	...	1,992	1,505	22,635	15,650	19,080	22,705	1,115	8,710
St. L. & W. R. R.	123,000	24,360	1,290	8	4	...	36,000	1,090	4,115	6,690	810	230,780
St. L., I. M. & S. R. R.	15,161,100	121,525	112,475	159	657	2,390	193,395	377,325	52,165	60,850	24,046	48,570
(Ill. Div.)	860,000	...	112,920	16	...	...	12,990	185,475	700	...	...	3,268,100
Illinois Central R. R.	7,516,000	97,825	...	...	9,623	...	6,310	20	26,970	44,500	...	1,742,910
L., H. & St. L. R. R.	8,929,100	28,075	1,200	...	177	...	7,835	40	7,460	3,225	...	557,500
Louis. & Nash. R. R.	8,367,800	67,240	26,060	8	8,562	...	2,340	75	10,110	11,085	16,843	3,926,600
...	448,700	5,085	61,040	1	2,703	...	3,980	1,130	1,135	4,495	126,784	2,553,180
...	8,674,000	17,380	26,145	486	2,184	...	2,980	30,965	11,745	14,575	1,290	17,845
...	3,476,700	18,890	22,450	...	42,082	...	845	1,930	2,295	8,930	1,385	255,245
...	43,786,200	12,910	292,840	8	51,879	...	...	730	3,110	190	...	1,070
...	7,432,300	39,585	265,205	4	68,337	...	...	875,585	67,280	26,020	18,911	84,085
...	3,929,700	295	2,970	5	1,711	...	...	110	500	...	1,770	196,700
...	42,254,300	13,825	71,245	2	86,450	10	...	13,705	7,240	2,680	930	74,275
...	94,129,000	19,585	98,580	311	45,740	...	...	...	...	...	...	...
...	206,163,400	750	68,825	106	17,453	...	...	...	...	...	...	...
...	9,200	6,870	16,380	1	14,408	...	...	...	...	...	...	...
C., B. & Q. R. R. (West)	815,700	640	8,100	1	10,007	...	...	44,020	13,750	150	...	15,310
Total by Rail	487,904,400	1,329,740	1,120,290	1,096	374,946	4,162	362,975	1,634,205	260,176	416,980	195,837	18,948,155
BY RIVER.												
Upper Mississippi River	189,206	3,725	550	...	1,072	775	4,326	10	8,891	...	317	...
Lower Mississippi River	116,700	13,060	620	...	912	...	8,072	...	14,959	...	3,500	...
Missouri River	...	275	10	...	62	20	990	5	415	...	...	...
Illinois River	1,000	760	145	...	152	...	150	5	455	...	...	...
Ohio, Camb. & Tenn. Riv	600	3,084	520	...	28	...	600	...	967	...	310	...
Total by Rail & River	439,163,900	1,359,614	1,122,145	1,096	377,327	4,957	377,579	1,634,235	267,677	418,980	199,854	18,948,155

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906--Continued.

BY RAILROAD.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed, Bu. bbl.	Flour, bbls.	Fertilizer, tons.	Grease, lbs.
C., B. & Quincy R. R. (West)	20 5,010 105 610 1,040 820 112,220 740 12,926 260 19,470 1,540 20 280 970 40 200 200	50 15 4,868 7 617 43 33,836 22,175 90,552 74,958 56,486 8,884 95,776 126,823 43,872 15,340 35,903	400 320 90 30 1,040 820 450 617 43 46 190 11,445 370 60 13,053 1,400 1,695 2,445 3,395	5 42,831 31,895 1,945 2,740 5,020 28 44,590 10,205 40 12,025 279 13,100 550 29,240 9,320 220 1,410 29,050	22,950 58,250 18,385 2,610 3,720 2,935 4,585 32,355 310 58,310 4,625 6,730 28 10,260 24,710 3,220 13,110 30 72,380 3,255	9,494 110 20 15 21,641 10 666 450 1,709 314 5,935 21,598 18,905 5,419 10,238 677,640 96,786 17 611 2,476	120 340 29,255 1,690 3,230 38,170 12,655 25,230 622,670 8,800 78 21,240 69,575 1,860 3,505 498,940 145,180 128,820 140,715 260 201,715 3,990 310 157,055 125 157,065 199,440 124,425 15,080 18,605 630	340 29,255 1,690 3,230 38,170 12,655 25,230 622,670 8,800 78 21,240 69,575 1,860 3,505 498,940 145,180 128,820 140,715 260 201,715 3,990 310 157,055 125 157,065 199,440 124,425 15,080 18,605 630	365 1,690 585 5,975 50 2,185 5,780 78 21,240 1,860 3,505 3,325 4,065 525 260 3,990 310 125 121,409 624,109 120,309 63,460	
Total by Rail...	156,953	619,126	35,376	228,961	374,000	572,838	28,910	3,454,385	54,430	12,592,800
BY RIVER										
Ohio, Tenn. & Cumberland	70 2,840 70 2,659	30 28 36 1		434 655	22,164 19,310 10 60 135	310 379	50	1,170 8,715 150 150 6,069	13 10 17 9	4,400 22,700 1,000
Total by Rail and River...	162,594	619,276	35,376	229,050	410,759	573,416	28,960	3,472,409	54,529	12,626,940

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

BY RAILROAD.	Hay, tons.	Horses and Mules, head.	Wool, lbs.	Flour, bbls.	Hogs, head.	Lead, lbs.	Lead, pigs.	Lumber, boards.	Lumber, cords.	Lumber, M feet.
C. & B. & Quincy R.R. (West)	2,955	364	1,061,500	840	514	526,700	900	1,065	437	...
	2,910	672	2,500	...	1,196	28,500	32,170	17,365	5,101	...
	685	1,157	189,000	...	540	116,500	7,000	19,789	4,201	...
	2,210	3,185	7,700	300	...	1,915,400	1,380	1,136	769	...
	2,115	424	82,300	13,485	9	186,700	500	1,380	478	...
	139	648	...	8,005	139	287,700	540	7,840	1,323	...
	11,005	4,237	2,387,800	11,130	...	6,066,700	8,810	28,370	48	...
	15,785	51	...	11,440	347	2,200	...	28,140	648	...
	15,820	18,704	10,196,900	96,645	1,500	7,848,600	50	13,335	140	...
	11,635	...	1,851,000	...	1,114	2,767,400	8,500	40	2,527	...
	30,445	76,234	1,096,800	...	4,752	1,856,200	2,500	30	392	...
	5,170	17,372	1,128,300	50	1,608	6,846,900	2,100	715	65	...
	15	3,535	31,774,900	700	1,591	25,178,400	7,485	...	1,518	...
	1,220	5,122	11,814,600	...	98,668	11,750,400	65,028	7,455	2,496	...
	70	2,765	7,852,200	...	12,284	7,076,000	478,760	900	7,637	...
	790	4,952	9,790,200	...	97,806	1,993,300	87,005	11,445	7,090	...
	50	666	280,700	...	1,274	32,300	1,900	...	4,130	...
	915	19,922	1,279,800	...	237,997	269,700	97,510	6,900	3,754	...
	40	2,788	40,528,600	...	5,243	10,800,000	521,180	8,270	18,876	...
	685	1,608	4,280,700	200	52,176	40,683,000	177,330	310	4,378	...
	...	574	2,724,900	...	2,392	129,800	23,920	790	5,098	...
	10	1,491	59,000	...	4,025	...	2,110	528	6,400	...
	60	987	28,900	40	...	443,300	2,560	2,115	6,846	...
Total by Rail	89,410	167,603	118,364,100	126,915	524,769	126,438,800	1,537,660	128,849	85,968	...
BY RIVER	9	643	500	210	4,184	50,700	730	...	...	901
	367	1,776	...	330	65	491,900	330	...	...	306
	33	70	...	77	...	23,300	70	...	...	176
Ohio, Camb. & Tenn. Riv...	111	194	...	15	180	5,000	...	...	...	106
	...	217	...	...	...	76,700	...	...	...	16
Total by Rail and River...	90,139	170,593	118,364,600	126,247	529,113	127,183,800	1,538,760	128,849	85,968	1,425

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1905—Continued.

BY RAILROAD.	Malt, Sacks.	MIDDL. & SUNDG.		Mol- ass, Cans.	MOLASSES.			Nails, Kgs.	OATS.		Oil, Casks, Tons.	Onions, Flugs.
		Packages.	Cars.		Bbls.	Cases.	Kgs.		Sacks.	Bushels.		
Chicago, Burl. & Quincy (West)	18,870	468,185	2,816	1	895	39,582	3,930	4	28,410	565	173,125	40
	14,383	7,234,828	23,493	15	9,050	10,440	101,965	101,965	565	236,815	11,530	11,530
R.	2,250	775,615	8,547	28	1,965	11,665	2,210	6,220	695	28,230	21,995	21,995
	13,040	6,871,460	43,038		25,025	115,865	7,060	71,050	7,222	1,414,500	42,245	42,245
	19,990	1,265,725	8,821		2,465	15,130	4,180	85,130	1,700	88,770	7,645	7,645
	2,480	927,935	7,214	4	5,855	28,680	21,585	7,380	5,954	440,105	8,210	8,210
	24,525	4,337,135	29,298		2,100			1,975	94,075	225,850	75	59,730
	28,500	1,350	5,892	62	8,625	2,500	2,685	91,590	7,778	108,845		
	25,060	7,131,270	9,690		10	49,430	2,025	1,185	350	5,229,310	13,500	13,500
		441,600	5,272	4	290	80		9,235	11,632	1,656,935	3,920	3,920
	14,260	1,465,715	8,745	2	2,360	7,625	560	1,870	136,675	2,474,725	9,060	9,060
	5,300	6,887,920	6,811	5	5,005	1,620	70	10,155	32	1,079,940	225	225
	8,050	1,779,970	5,763	28	1,100			1,040	350	68,750	15	46,810
	1,800	896,970	7,753	2	1,155	3,360	80	4,569	302	96,475	1,150	26,310
		1,263,660	4,616	53	2,975		100	3,540		15,935	1,050	1,050
		64,550	8,544	1	11,595	30,699	565	35,910		3,295	26,370	26,370
	4,270	1,335,380	3,562	325	1,000		50	50		2,020	149,370	149,370
R.		5,058,910	31,292	17	14,240	640		6,380		2,985	515	590
	10	438,550	3,590									
		183,825	9,749									
			6,745	105	4,500		120	17,355		1,000	2,390	2,390
	5,820	2,378,940	12,896	97	7,855	21,320				780	1,440	1,440
Total by Rail.....	182,090	65,620,105	379,744	879	120,750	918,285	64,794	506,690	289,362	14,649,765	4,865	494,305
RY RIVER.												
	90	241,529			269			7,031	440			1,115
	2,720	562,868			750		838	7,245	11,550	630		1,590
		36,720			40			880	80			265
		52,010			50			1,405	200			30
		94,016			55		20	1,075	1,390			225
Ohio, Cumberland and Tennessee.												
Total by Rail & River.....	186,870	66,608,246	379,744	879	121,309	918,285	65,647	524,877	283,147	14,650,385	4,865	497,920

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1905—Continued.

BY RAILROAD.	Oranges, boxes & Bbla.	ORE—Tons.		Pig Iron, tons.	PORK PRODUCT.			POTATOES.		RYE.	
		Iron.	Zinc.		B'd Pork bbls.	Hams, pounds.	Meats pounds.	Pkgs	Bush.	Sacks.	Bush.
V.	40.			2,155	4,889,100	377,100	1,530	290			1k.
	28,700	50,745	480	9,795	429,400	349,500	15,170	8,700	895		
	19,840			2,545	1,763,100	56,000	50,890	2,660			
R.R.	1,735	190		7,530	240,800	9,000	865	1,300			1,000
R.	2,570	1,085	60	1,120	125,900		37,940	29,150	434		595
R.	6,570	180	90	5,275	96,300		4,510	2,140	36		
				71	423,000	7,910,100	25,645	40,130			
	25,800	70	35	2,684	8,468,500	18,209,450	100,950	189,980	1,528		1,900
)	20,200			168	3,312,400	101,658,300	122,515	2,500			
	14,235	90	29,380		2,047,700	11,322,800	250	7,800	198		169,180
		5,095		865	5,113,400	21,110,800	4,810	23,355	300		9,230
	30			50	1,292,300	100,626,900	12,860	65,495			1,250
	2,020	1,665		925	4,002,800	51,121,900	6,620	8,045			232,385
	1,410			285	1,744,700	6,697,500	6,610				16,965
	54,670			12,355	7,167,400	3,713,100	14,720	6,490			2,070
	9,850		360	2,070	1,184,200	18,858,400	33,200	8,615			
R.	27,130	160		2,195			500	28,240			20,035
	1,200			50	5,700	589,400	10,500	29,020			19,310
	29,765	1,565	30	6,165	16,461,700	25,492,100	150,780	6,770	263		8,510
	57,145				15,978,980	52,122,400	2,410	1,300			1,150
R.	7,170			940		72,700	2,080				
R.	1,800			6,205							
								5,600			
	9,830	1,525	6,515	54,785	180,000	9,712,000	13,350	4,870			
	440			4,140			19,620				
Chicago, Burl. & Quincy (West)											
Total by Rail.....	297,250	42,280	37,020	119,340	6,047	404,410,250	636,125	411,380	3,448		493,595
BY RIVER.											
					9	45,090	2,354				
					6	388,700	6,060		80		
					5	2,500	14,000				
							780				
					13	11,657	615		323		
Ohio, Cumberland and Tennessee.						193,025					
Total by Rail and River.....	297,250	42,280	37,020	119,340	6,072	75,516,347	646,579	411,380	3,854		493,595

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1905—Continued.

BY RAILROAD.	Rice, Packages	Salt.		Sheep, head.	SUGAR.			Soap, boxes.	Sourstrent, packages
		Becks.	Barrels.		Flbds.	Barrels.	Bags.		
	420	260	8,000	2,076	2	4,370	9,005	11,515	
	11,785	29,870	25,555	1,906		38,510	70,810	162,590	9,740
	21,580	280	2,375	1,536		24,540	27,675	25,680	
	1,785	10	2,445			3,985	10,300	47,795	85
	56,810	16,195	45,295	842		6,925	16,975	98,635	5,150
	6,700	10,885	20,480	1,845		14,365	22,410	74,075	5,585
	1,340	490	1,025			1,535	1,155	28,655	8,005
	25,660	9,590	15,920	325	48	20,270	36,375	233,105	72,715
	59,450	26,795	9,380	3,287		1,310	30		
	2,370					10,545	44,265	100,980	14,280
	8,450	30	1,020	11,672		2,495	5,360	46,105	
	1,810	610	12,050			4,265	9,860	24,485	725
	9,920	65	1,545		35	1,005	305	32,470	530
	8,385	30	35	2,023		2,920	2,825	18,045	280
	7,880	30	355	2,241		6,270	6,230	15,470	295
	6,160	440	325	25,517		84,045	69,705	14,750	
	930		160	4,697		6,320	3,155	17,640	29
	2,948	10	10	1,987		1,270	1,075	14,280	
	67,095			12,036	110	5,660	1,450	142,570	
	920			2,249		47,430	43,520		
	4,810		5	1,870		420			
						10,790	24,490	59,320	45
		750	4,720	5,260		47,120	140	140	
	5,130	6,070	6,465	2,252		47,085	182,580	39,750	340
Total by Rail.....	398,400	102,530	153,655	91,938	195	329,130	541,820	1,206,755	116,605
BY RIVER.									
	1,135	50	930	224		3,331	3,394	4,162	
	1,621	585	4,079	200	10	6,411	7,977	15,321	
	196	115	450			970	1,755	445	
	50		195			250	120	320	
Ohio, Tenn. & Cumb. Riv....	225	20	145			734	652	823	
Total by Rail and River....	801,620	103,210	159,492	92,862	205	850,376	560,713	1,229,822	116,605

U. S. DEPT. OF COMMERCE, BUREAU OF COMMERCE

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

BY RAILROAD.	Tallow, Pounds.	Tobacco, Hbds.	Tobacco, Man'fd, Pounds.	WHEAT.		Whiskey and Highwines Bbls.	Wool, Pounds.	White Lead, Pounds.	Zinc and Spelter, Slabs.
				Sacks	Bushels				
Chicago, Burl. & Quincy R. R. (West)	193,300	8	174,800	40	120	5,849	84,190	1,080,309	1,968
			28,145,900		22,800	21,545		22,526,550	1,130
			5,435,940		41,350	21,510		862,600	
	25,400		7,148,390		6,350	2,915		89,180	
	562,700		5,389,040	2,400	611,475	7,925	7,300	2,358,908	280
	32,000	9	1,394,400	30	120,995	12,815	1,000	799,520	
R.R.			1,511,490		101,750	690		322,900	
	97,750	106	5,692,100	4,128	821,335	14,870	3,300	8,202,470	270
			30,400	300	185,325	70		20,000	
			8,973,700		4,799,340	8,665		4,676,900	
R.		287	680,380	1,410	3,449,115	160	4,155,900	215,150	850
			1,343,150	8,242	3,090,190	145	415,200	601,700	40
			40,615		1,818,525	410		202,400	
	1,601,200	977	1,475,070		3,729,740	850	7,901,750	403,990	
	1,211,000	340	2,491,130		478,250	195	1,190,900	930,700	113,080
	454,900	35	269,700	1,508	169,390	2,270	12,700	7,184,850	636,205
	1,033,500	202	3,649,400	1,950	822,510	810	2,664,880	1,960,900	237,790
			19,300		109,580		4,700		82,610
			1,465,700	400	719,880	60	56,100	1,572,480	730,160
	5,612,500	323	9,815,200	1,609	488,660	960	2,389,750	4,071,000	802,260
	948,500			528	451,410		4,128,600	2,522,200	948,770
	751,100	14	1,705,450		876,900	505	224,500	1,717,350	45,085
								78,300	
	645,200	1,317	69,100		191,080	10	521,500	4,992,000	10
Total by Rail.	18,763,850	3,558	90,321,343	28,271	18,183,125	107,795	22,887,270	61,470,840	3,340,420
BY RIVER.									
Upper Mississippi River.	800		57,160	824		769	50,000	1,077,300	
Lower Mississippi River.		10	54,260	1,280		1,829		285,800	
Missouri River.			11,100	200		98		29,800	
Illinois River.			1,000			145		312,200	
Ohio, Tennessee & Cumberland Rivers.			11,080			44		39,500	
Total by Rail and River	18,764,150	3,576	90,455,883	29,575	18,183,125	110,707	22,887,270	62,314,440	3,340,420

DECEASED, 1905.

BARDENHEIER, JOHN,	June 1st.
BAYHA, GEORGE,	November 12th.
BETHUNE, J. H.,	December 5th.
BOLAND, J. L.,	March 20th.
BRICKEY, S. H.,	September 9th.
BUSCHMAN, A. H.,	May 17th.
DAMON, CHAS. P.,	May 25th.
DEAN, WM. B.,	March 9th.
EVANS, C. O.,	March 9th.
EVILL, BURTON K.,	May 21st.
FINTY, THOS.,	November 16th.
HELEIN, GEO. A.,	April 25th.
HENSELER, F. F.,	January 7th.
HENZE, F. W.,	March 21st.
HOFMAN, LOUIS,	October 19th.
KINSELLA, JAMES,	July 30th.
MARBES, C.,	April 12th.
MULLALLY, JOSEPH J.,	January 3rd.
MURPHY, J. L.,	February 7th.
NANSON, JOSEPH S.,	December 14th.
O'BRIEN, JOHN,	March 17th.
O'CONNOR, P. J. J.,	September 15th.
PARSONS, CHAS.,	September 15th.
QUINLIVAN, SOL. J.,	March 3rd.
RUMSEY, MOSES,	August 19th.
RYAN, JOHN F.,	November 9th.
SAMUEL, WEB M.,	June 22nd.
SHERRY, JOSIAH E.,	March 23rd.
SHERWOOD, ADIEL,	April 27th.
TEASDALE, J. E.,	August 15th.
WARDROP, RICHARD,	January 10th.
WIRTHLIN, R. L.,	July 13th.

MEMBERS

—OF THE—

Merchants' Exchange of St. Louis.

JANUARY 9th, 1906.

HONORARY MEMBERS.

MICHAEL McENNIS,
D. J. HANCOCK,

ISAAC M. MASON,
ALEX. H. SMITH.

NUMBER OF MEMBERS, 1,754.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.....	St. L. S. W. Ry.,	Com'l Agent.....	909 Olive st.
Able, Sam. T.....	R. G. Dun & Co.,	Mercantile Agency.....	314 Pine st.
Abraham, W. D.....	W. D. Abraham & Co.,	Hay and Grain.....	East St. Louis, Ill.
Achenbach, Fred.....		Stock.....	Rockbridge, Ill.
Adams, C. M.....	Waters Pierce Oil Co.,	Treas.....	Bk. Commerce Bldg.
Adams, Geo. A.....	G. A. Adams Grain Co.	6 Board of Trade ...	Kansas City, Mo.
Adams, R. M.....		Broker.....	Cham. of Com.
Adams, W. H....	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc..	401 N. Second st.
Aff, J. Geo., Jr.....	F. W. Clemens Feed Co.		8357 Gravius ave.
Ainsworth, Wm. G..	The St. Anthony Elev. Co.,	109 C. of Com.,	Minneapolis, Minn.
Akin, Thomas.....		Commission..	320 Bank. of Com. Bldg.
Albers, Clifford H.....	C. H. Albers	Com. Co.....	400 Cham. of Com.
Albers, C. H.....	C. H. Albers Com. Co.,	Commission.....	400 Cham. of Com.
Albrecht, Victor....	Eberle-Albrecht Flour	Co.....	218 S. Main st.
Albrecht, H. S.....	Schoellborn-Albrecht	Machine Company	416 N. Main st.
Albrecht, Julius J..	Eberle-Albrecht Flour	Co.....	218 S. Main st.
Alcock, W. H....	Shearson-Hammill & Co.,	Broker.....	211A Cham. of Com.
Alcorn, J. W.....	McLain-Alcorn Com. Co.		705 N. Third st.
Alexander, F. J.....	Rosedale	Feed Co.....	943 Hodiament ave.
Allen, Geo. L.....	Fulton Iron Works,		Second and Carr sts.
Allen, Edmund T.....		Lawyer.....	Wainwright Building.
Allen, James H.....	Allen-West Com. Co.,		104 S. Main st.
Allen, J. Oran.....	Morton & Co.,		510 Cham. of Commerce.
Allen, Leonard S.....	Pringle, Fitch &	Ranken.....	311 Cham. of Com.
Allison, James W...	Allison Window Glass	Co, Glass Manf....	606 Security Bld.
Alt, Henry.....		Deceased.....	
Alzheimer, Benj....	Alzheimer & Rawlings,	Bonds and Stocks ..	207 N. Broadway
Amb, Joseph B.....			3228 Caroline st.
Ames, Henry.....			St. Louis Club.
Anderson, W. B.....	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, J. F.....	Georgia Railway,	G. W. Agent.....	308 Cham. of Com.
Anderson, John.....		Tie Contractor.....	Rhineland, Mo.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Anderson, Lorenzo E.	Mercantile Trust Co.		Eighth and Locust sta.
Annan, Roger P.	Annan, Burg & Co.,	Commission.	107 Cham. of Com.
Annan, Roger P., Jr.	Annan, Burg & Co.		107 Cham. of Com.
Arbuckle, James.	Latin-American Club &	Exp, Assn., Manager.	110 N. 4th st.
Armstrong, R. E.	Southern Ry. Co,	Cont'g Agent.	100 N. Fourth st.
Archer, W. B.		Broker	Merchants' Exchange.
Arnold, Henry	Jno. G. Haas Soap Co.,	Soap.	5020 Benedict st.
Ashcraft, E. B.	St. L. Syrup & Preserving	Co.	Collins and Dickson sts.
Aufderheide, A. G.	F. W. Aufderheide	Commission Co.	22 S. Commercial st.
Aufderheide, Walter.	F. W. Aufderheide	Commission Co.	22 S. Commercial st.
Aylsworth, Geo. A.	The Moffatt Com. Co.,	Board of Trade.	Kansas City, Mo.
Baaker, George H.	Venice Transportation Co.		917 Lincoln Trust Bldg.
Bacon, Cary H.	Sherry-Bacon Grain Co.		213 Chamber Commerce.
Bacon, Edward P.	E. P. Bacon & Co., Grain	and Com.	17 C. of C., Milwaukee.
Baer, Bernard.	Bernard Baer & Co.,	Produce and Prov.	1432 N. Broadway.
Bagnell, Wm.	The Bagnell Timber Co.		Lincoln Trust Bldg.
Bailey, Harry G.	C. H. Spencer & Son,	Commission.	401 Bank of Com. Bldg.
Bain, Walter	B. H. Lang & Co.,		504 Cham. of Com.
Baird, W. J.			St. Charles, Mo.
Baker, Allen	Allen Baker & Co.,	Brokers.	Gay Building.
Baker, F. M.		Deceased.	
Baker, Jno. F.			5870 Von Verson ave.
Baker, E.	Baker, Paton & Co.,	Cotton.	25 S. Third st.
Ballard, Chas. T.	Ballard & Ballard Co.,	Millers and Grain,	
		916 E. Broadway, Louisville, Ky.	
Ballard, T. R.	Ballard, Messmore & Co.,	Commission.	520 Chamb. of Com.
Ballard, J. O.	Ballard, Messmore & Co,	Commission	520 Cham. of Com.
Ballard, S. Thruston.	Ballard & Ballard	Co.	916 E. Broadway, Louisville, Ky.
Baltz, Fred L.	Millstadt Milling Co.		Millstadt, Ill.
Bannerman, Jas.	Meyer, Bannerman & Co.,	Saddlery.	618 N. Eighth st.
Barclay, Shephard.	Barclay & Fauntleroy	Attorneys.	520 Olive st.
Barklage, Louis.	Wernse & Dieckman,	Brokers.	317 N. Fourth st.
Barnard, Geo. D.	Geo. D. Barnard & Co.,	Stationers.	Vandeventer & Laclede.
Barnes, Chas. W.	Real Estate,		216 Wainwright Bldg.
Barnes, Seth S.		Grain	Marston, Mo.
Barnhart, Wm. R.	Barnhart Mer. Co.,	Fancy Groceries.	518 N. Second st.
Barnidge, Aug. J.	Chas. E. Prunty,	Clerk.	7 and 9 S. Main st.
Barr, Henry C.	Witherspoon & Barr Co.,	Millers.	Princeton, Ind.
Barret, Arthur B.	St. Louis Com. Co.,		209 N. Main st.
Barrett, John F.			7 Bd. of Trade Court, Chicago.
Barron, Chas. B.	Barron & Wilson,	Grain Samplers.	Equitable Bldg.
Barry, Thos. J.		Deceased	
Barstow, Chas. W.		American Telp. & Telg Co.,	Star Bldg.
Bartlett, Edwin L.	Bartlett Com. Co.,		505 Chamber of Commerce.
Bascom, Jos. D.	Broderick & Bascom	Rope Co.	809 N. Main st.
Bascome, Western.	West'n Bascome & Co.,	Insurance Agent.	725 Century Bldg.
Batdorf, W. L.	W. L. Batdorf & Co.	Flour and Feed.	Belleville, Ill.
Bates, A. C.	Mississippi Valley Elevator	& Grain Co.	Foot of Madison st.
Battaile, L. A.	Mechanics'-American Nat'l	Bk., Cashier.	Broadway and Locust
Bauer, A. H.	Bauer Bros.,	Brokers.	312 N. Fourth st.
Baur, Andrew.	Baur Flour Co.,	Secy	807 N. Second st.
Baulch, John J.	Anheuser-Busch Brewery Assn.		Ninth and Pestalozzi.
Bayrd, E. A.	Matthew Addy & Co.,	Iron Com	Commonwealth Tr. Bldg.
Baxter, Theo. P.	G. L. Graham & Co.		301 Cham. Com.
Bay, Mansfield C.			
Beardsley, C. F.	Picker & Beardsley,	Commission	118 N. Main st.
Beauvais, E. A.	Brosseau & Co.,	Com.	67 Board of Trade, Chicago.
Beck, Henry W.		Feed and Seed Store.	20th and Pine.

Name.	Firm.	Business.	Location.
Beck, Harry G.	H. W. Beck & Sons	Feed & Seed Co.	5701 Manchester rd.
Becker, Bontie A.	Payne & Becker,	Brokers	112 N. Fourth st.
Becker, Edward C.			5870 Cabanne ave.
Becker, Conrad	C. Becker,	Miller	Red Bud, Ill.
Becker, Hugo	J. G. Haas Soap Co.,	Soap	5020 Benedict ave.
Becker, Herman O.	C. Becker,	Milling	Red Bud, Ill.
Beckmann, Adolph G.		Commission	905 N. Fourth st.
Beckmann, Geo. H.	Eggers Milling Co.,	Teamster	Eighth and Clark ave.
Beckmann, Harry F.	T. W. Carter & Co.,	Commission	114 N. Fourth st.
Beckmann, W. E.	Bakers' and	Confectioners' Supplies	10 S. Second.
Beer, H. M.		Broker	507 Security Building.
Bell, Nich. M.	Peper Tobacco	Warehouse Co.	1112 Market st.
Bell, James G.	J. G. Bell & Co.,	Commission	304 N. Commercial st.
Bell, James W.	Mercantile Trust Co.		721 Locust st.
Belz, J. H.	J. H. Belz & Co.,	Pork Dealers	Broadway and Miami
Bemis, Stephen A.	Bemis Bros. Bag Co.,	Bags	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bender, Harry E.	Ware & Leland,	Commission	212 Cham. of Com.
Bendick, John H.		Grocer	6939 Scanlan ave.
Bennett, James E.	Thos. Bennett & Co.,	Com.	68 Bd. of Trade, Chicago
Bennett, Joseph H.			Sullivan, Mo.
Bennett, M. H.	Calumet Grain Com. Co.		69 Gay Bldg.
Benton, C. G.	Union Grain Co.,	Elevator	115 Cham. of Com.
Berger, Harry	Berger-Crittenden Co.,	Grain	Cham. Com., Milwaukee, Wis.
Bergmann, Conrad			4321 Oregon ave.
Bergmann, Edward C.	C. Bergmann Feed Co.		2718 Chouteau ave.
Bergmann, Robt. J.	C. Bergmann	Feed Co.	2718 Chouteau ave.
Bergs, Eugene A.	Carondelet Milling Co.		7020 S. Broadway
Bernet, A. E.	Bernet, Craft & Kauffman	Milling Co.	37 Gay Bldg.
Bernet, Christian	Bernet, Craft & Kauffman	Milling Co.	Gay Bldg.
Bernheimer, Marcus	Marcus Bernheimer	Mill. and Mero. Co.	208 N. Fourth st.
Bernheimer, Sandford J.	Marcus Bernheimer M. & M. Co.		208 N. Fourth st.
Berry, H. J.	W. L. Green	Commission Co.	502 Cham. of Com.
Best, Earl I.	Washburn Crosby Co.,	Millers	Main and Mound sts.
Bethmann, Robt.	St. Louis Brew. Assn.		East St. Louis, Ill.
Betts, R. A.	Fidelity S. & P. & M. Co.		1723 Morgan st.
Biedenstein, Henry			1208 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John E.	J. M. Biekert Com. Co.		930 N. Third st.
Bieser, Fred		Sour Kraut	2nd and Hempstead st.
Bilbro, H. B.			126 Cham. of Com.
Billingsley, O. W.		Student	3118 Laeledge ave.
Billon, Guy P.			319 Bank of Com. Bldg.
Bird, S. M.	Union Grain Co.,	Elevator	115 Cham. of Com.
Bischoff, Gustav Jr.	Independent	Packing Co.	3857 Chouteau ave.
Bittner, Jacob		Real Estate	13th and Olive sts.
Bixby, W. K.	American Car & Foundry Co.		Lincoln Trust Building.
Blackford, F. W.	Armour & Co.,	Packers	2030 Clark ave.
Blakely, Walter J.	St. Louis Sanitary Co.,		3958 Missouri ave.
Blanke, Albert G.		Real Estate	805 Chestnut st.
Blanke, Detlef J.		Insurance Agent	Granite Bldg.
Blankenship, H.			St. Charles, Mo.
Blaufuss, Wm.			2854 Henrietta st.
Block, David, Jr.			3855 W. Pine st.
Block, Gus			5216 McPherson ave.
Block, Wm. A.			1804 Warren st.
Blossom, Dwight B.	Merchants' Ins. Co.		937 Century Bldg.
Blossom, H. M.	H. M. Blossom & Co.,	Insurance	937 Century Bldg.
Blossom, H. A.	Merchants' Insurance Co.,	Insurance	937 Century Bldg.
Blow, C. W.	American Linseed Co.,		Sixteenth and Clark ave.
Boaz, Wm. M.	Reinhart Gro. Co.		19 S. Main st.
Bodman, Luther W.	Milmine, Bodman & Co.,	Com.	Bd. of Trade, Chicago.
Boeck, Geo. H.	Adam Boeck & Co.,	Real Estate	618 Chestnut st.
Bofinger, John N.			76 Vandeventer Place.
Bogard, John J.		Real Estate	3632 S. Broadway.

Name.	Firm.	Business.	Location.
Bohle, Frank G.	Haas & Bohle	Carriage Co.	1800 Pine st.
Bohnenkamp, John	Home Bakery Co.		2901 Hebert st.
Boisselier, Chas. L.		Farmer	Chesterfield, Mo.
Boisselier, R. W.		Accountant	704 Mo. Trust Bldg.
Boland, J. L.	J. L. Boland Book and Stationery Co.		Fourth and Vine sts.
Bollin, A.	A. Bollin & Co.	Insurance	606 Marion st.
Bollman, O. H.	Bollman Bros. Piano Co.		1120 Olive st.
Bonsack, F. C.		Architect	602 Columbia Bldg.
Boschert, Roman			3711 Cass ave.
Bosler, Sebastian		Real Estate	Clayton, Mo.
Bostlok, R. H.	Jas. M. Houston	Grocer Co.	800 Spruce st.
Bowman, Theo. G.			114 N. Fourth st.
Boyd, Wm. G.	Brown Bond & Stock Co.		825 Locust st.
Boyle, W. F.	Boyle & Priest,	Attorneys	87 Laclede Building.
Bradley, Douglas	Hardy Grain Co.		521 Cham. Com.
Bradner, H. T.			1110 N. Third st.
Bradshaw Preston, J.	Tracy & Co.		4th and Olive.
Bradshaw, Thos. J.			5159 Raymond ave.
Brady, Hugh J.	Brady & McGroarty	Express Co.	115 S. Eleventh st.
Bragg, Edgar O.	The Kemper Grain Co.		Board of Trade, Kansas City, Mo.
Braun, Geo. H.	Braun-Lang Com. Co.		204 N. Third st.
Bray, Joseph W.	Campbell Glass and Paint Co.		Main and Gratiot sts.
Bray, Wm.	Wm. Bray & Co.,	Commission	226 Market st.
Brazill, J. P.	Wabash-Lackawanna Desp.,	Agent	Carleton Bldg.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Bredenkamp, F. W.	F. W. Bredenkamp & Son,	Grain	East St. Louis, Ill.
Breed, L. C.		Broker	108 Gay Bldg.
Brendecke, Edwin T.	Chouteau Ave. Crystal Ice & Cold Storage Plant,		2000 Chouteau ave.
Brendecke, H. C.		American Wine Co.	3015 Cass ave.
Brennan, J. Wallace	J. Wallace Brennan	Real Estate Co.	816 Chestnut st.
Brennan, Martin J.	J. S. Costello & Son		1108 Pine st.
Bridge, Geo. Smith	Bridge & Leonard,	Com.	62 Board of Trade, Chicago.
Bright, S. T.	Wm. Bray & Co.,	Commission	224 Market st.
Brinckwirth, Louis			624 Rialto Bldg.
Brinckmeyer, E. H.	Brinckmeyer-Meyer	Hay and Grain Co.	1111 N. Broadway.
Brinson, H. L.	Seneca Mill & Elev. Co.		Seneca, Mo.
Brinson, L. B.	Seneca Mill & Elev. Co.		Seneca, Mo.
Brockman, Arthur	Waggoner Grain Co.		206 Cham. of Com.
Brockman, F. W.	F. W. Brockman Com. Co.		815 N. Fourth st.
Brockmann, Fred P.	Brockmann-Daly	Com. Co.	404 Cham. of Com.
Brockmeier, F. C.	Engelke & Feiner	Milling Co.	816 S. Broadway.
Brockmeier, Hy. C.	Brockmeier & Co.,	Flour and Grain	523 N. Second st.
Brockmeier, J. C.	Brockmeier & Co.,	Commission	523 N. Second st.
Broderick, John J.	Broderick-Bascom	Rope Co.	809 N. Main st.
Brodhack, Joseph H.		Merchant	2230 S. Broadway.
Broeder, Henry	Hy. Broeder & Sons,	Produce and Com.	928 N. Third st.
Broeder, Geo. H.	Hy. Broeder & Sons,	Commission	928 N. Third st.
Broeg, Louis	Siemers & Chisholm,	Commission	800 Cham. of Com.
Bronson, E. P.	H. C. Cole Milling Co.,		Chester, Ill.
Brown, C. M.	Lehigh & Wabash Desp.		309 Railway Ex.
Brown, Edmund M.	B. W. Clark & Co.,	Wh. Grocers	307 N. Second st.
Brown, E. Lindsey		Farmer	Charleston, Mo.
Brown, Geo. A.		Grain	Brighton, Ill.
Brown, L. W.	Jno. Wahl Commission	Co.	414 Cham. Com.
Brown, James I.	White W. S. & N. P. Lines,	Agent	414 Rialto Bldg.
Brown, Alex. H.	Brown Bond Stock & Co.		325 Locust st.
Browne, H. M.	Morton & Co.,	Commission	510 Cham. Com.
Bruck, Henry	New Era Gro. Co.,	Produce	1709 S. Second st.
Bruenemann, Ernst		Flour and Feed	3753 S. Broadway
Bryden, Alex. A.	Bryden & Co.,	Coke and Coal	6th and Locust sts.
Buchman, J.	Julius Buchman,	Feed	1109 N. Seventh st.
Buck, W. T.		Grain, etc.	Vleits, Kas.
Buckland, Jos. A.	Jos. A. Buckland & Co.,	Commission	103 S. Third st.
Buehler, Henry, Jr.	Hy. Buehler Realty Invest. Co., Pres.		3625 Castleman ave.

Name.	Firm.	Business.	Location.
Bull, Wm.		Fire Insurance	922 Century Bldg.
Bullitt, C. M.	Bullitt & Co.,	Grain	Louisville, Ky.
Bulte, Henry J.	Bulte Com. Co.,	Flour	12 S. Main st.
Bumann, E. F.		Grain	Bunker Hill, Ill.
Burbridge, C. T.	Hotel Collonial		81st and Manhattan Sq., N. Y. City.
Burg, Henry	Annan, Burg & Co.,	Flour Commission	107 Cham. of Com.
Burg, Philip	Philip Burg Grocer. Co.,		1250 S. Broadway.
Burg, William		Iron and Steel	107 N. Third st.
Burks, John C.			Centralia, Mo.
Burnet, Halsted		Manf.	2006 Pine st.
Burr, Chas. P.	Chas. P. Burr & Co.,	Commission	824 Rialto Building.
Burrus, D. N.			Miami, Mo.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi.
Busch, Aug. A.	Anheuser-Busch B. Assn.,	V. P.	Ninth and Pestalozzi sts.
Buschman, E. L.	Modern Mfg. Co.		19 Beech st., East Orange, N. J.
Buschman, F. W.	F. W. Buschman Com. Co.		507 Cham. Com.
Bushnell, D. I.	D. I. Bushnell & Co.,	Grain and Seeds	109 N. Second st.
Buss, Chas. H.	J. B. Buss,	Flour Mills	3325 Franklin ave.
Buss, John B.	J. B. Buss,	Mills	3325 Franklin ave.
Butler, W. C.	W. C. Butler & Son,	Insurance	844 Century Building.
Butler, Edward	Ed. Butler & Son,	Horseshoer	15 S. Tenth st.
Bycroft, Henry F.	Gillespie Roller Mills,	Miller	Gillespie, Ill.
Byrne, Daniel P.	Dan'l P. Byrne & Co.,		318 Chamber of Commerce.
Byrne, Frank T.	C., H. & D. & P. M. R. R.		Carleton Bldg.

Cabell, Ashley		Attorney-at-Law	506 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.,	Tailors	421 Olive st.
Caesar, Louis	St. Louis Catering Co.		210 N. Sixth st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, Edward		Broker	E. Adams st., Springfield, Ill.
Cahill, James G.		Bond and Stock Broker	411 Olive st.
Cain, P. R.	Gilmore & Ruhl,	Clothiers	Eighth and Lucas.
Calvert, Sumter	Fulton Bag & Burlap Co.		612 S. Seventh st.
Campbell, Geo. A.	The Cleveland-Akron	Bag Co.	107 Cham. Com.
Campbell, James		Bonds and Stock	218 N. Fourth st.
Canby, Caleb H.	C. H. Canby & Co.,	Gr. Brokers	8 Bd. of T., Chicago.
Capen, Sam. D.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Capen, Geo. H.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Carkener, George S.	Goffe & Carkener,	Grain	Kansas City, Mo.
Carleton, Murray	Carleton Dry Goods Co.		12th and Washington ave.
Carlisle, David		Feed and Grain	125 Market st.
Carlisle, H.	Cottingham Grain Co.		120 Cham. of Com.
Carlisle, Sam S.	Carlisle Grain Co.		421 Cham. of Com.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.)	Century Bldg.
Carpenter, Geo. O.	National Lead Co.,	Manager	Tenth st. and Clark ave
Carpenter, Jas. M.	J. M. Carpenter & Co.,	Real Estate Agents	825 Chestnut st.
Carpenter, Jas. M., Jr.	Jas. M. Carpenter & Co.,	Real Estate	825 Chestnut st.
Carr, Alfred C.	Carr Bros.,	Insurance	204 N. Third st.
Carr, Charles Y.	Carr Bros.,	Fire Insurance	204 N. Third st.
Carr, Peyton T.	United Elev. & Grain Co.,		516 Cham. of Com.
Carr, W. O.	Erie Despatch,	Cont'g Agent	102 N. Fourth st.
Carrington, Wm. T.	Bartlett, Frazier & Carrington,	Commission,	Western Union Bldg., Chicago, Ill.
Carroll, John F.	J. F. Carroll & Co.,	Liquors	318 Cham. Com.
Carroll, James F.		Grain	Greenville, Ills.
Carruthers, Geo. F.	Mound City Hay Warehouse Co.		Main and Clinton sts.
Carruthers, W. W.	Eureka Mills Co.		Theresa ave. and Gratiot st.
Cartan, L. V.	L. V. Cartan & Co.,	Real Estate	119 N. Seventh st.
Carter, C. L.	T. W. Carter & Co.,	Broker	114 N. Fourth st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Carter, Lemuel Ray	T. W. Carter & Co.,	Broker	114 N. Fourth st.
Carter, T. W.	T. W. Carter & Co.,	Commission	114 N. Fourth st.
Case, E. S.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Cash, Leslie A.	Waggoner Grain Co.		206 Cham. Com.
Cashel, S. J.	L. & N. R. R.,	Cont'g Freight Agent	206 N. Broadway.
Cassidy, Abner C.	Cassidy Southwestern Co.,	Nat. Yds.	East St. Louis, Ill.
Cassidy, John W.	The Cassidy Com. Co.		408 Main st., Quincy, Ill.
Catlin, E. F.	Milliken-Helm Com. Co.		822 Pine st.
Cave, Elmore	Parkview R. & I. Co.		Century Bldg.
Cavender, John H.			5315 Cabanne av.
Chaffraix, D. A.		Capitalist	St. Charles ave., N. O.
Chamberlain, Will F.		Poultry Supplies	314 N. Commercial st.
Chamberlain, F. B.	F. B. Chamberlain	Co.	7 N. Second st.
Chamberlin, E. C.	E. C. Chamberlin & Co.,	Commission	508 Cham. of Com.
Chambers, Jas. H.	Dios Chemical Co.,	Chemists	2940 Locust st.
Chandler, James N.	L. & N. R. R.,	General Agent	206 N. Broadway.
Chandler, Whately L.	The General Accident Assn.		411 Olive st.
Chapin, Simeon B.	S. B. Chapin & Co.,	Grain	Rookery Bldg., Chicago.
Charters, Herbert A.	Annan Burg & Co.,	Grain and Flour	107 N. Third st.
Child, Chas. J.	A. J. Child & Son	Mercantile Co.	511 N. Main st.
Chisholm, J. A. H.	Siemers & Chisholm,	Commission	800 Cham. of Com.
Chittenden, Warde B.	Robt. B. Brown	Oil Co.	Rialto Bld.
Chreste, Wm.	Ballard & Ballard Co.,	Miller	916 E. Bdway., Louisville, Ky.
Christian, Wilbur B.	Sherry-Bacon	Grain Co.	213 Cham. Com.
Church, Alonzo C.		Attorney	817 Security Building.
Churchman, W. F.			Planters Hotel.
Clark, Charles			182 Laclède Building.
Clark, Chas. C.	The Valley Milling Co.		422 DeSoto ave.
Clark, Warren L.	Benj. W. Clark Grocer	Co.	307 N. Second st.
Clark, Hinman H.	Waters Pierce Oil Co.		810 Bank of Commerce Bldg.
Clark, C. W.	Tully & Clark,	Architect & Engn'r.	813 Security Bld.
Clark, J. A.	Clark Bros.,	Feed	East St. Louis, Ill.
Claus, F. C.	Westcott-Claus	Commission Co.	827 N. Third st.
Cleary, T. F.	Cleary Investment Co.		508 Cham. of Com.
Clemens, F. W.	F. W. Clemens Feed Co.,	Feed	8357 Gravois ave.
Cleveland, Henry D.	East St. Louis Locomotive Machine Shop Co.,		Eighteenth st., Southern Ry., East St. Louis, Ill.
Clifton, Daniel W.	Nanson Com. Co.		202 Cham of Com.
Clinton, George W.	Cochrane Grain Co.		107 Gay Bldg.
Cobb, Seth W.			4444 Westminster pl.
Cobb, C. W. S.	Glencoe Lime & Cement	Co.	1400-A Old Manchester Road.
Cochrane, Manning W.	Cochrane Grain	Co.	107 Gay Bldg.
Cochrane, Thos.	Cochrane Grain Co.		107 Gay Bldg.
Cockrell, J. H.			107 N. Third st.
Cockrell, Elias		Grain	Jerseyville, Ill.
Cockrell, W. A.	A. J. White & Co.,	Broker	Cham. of Com.
Cohn, J. W.	Hunter Bros. Milling Co.,	Flour and Feed	60 Gay Bldg.
Cole, Amedee B.	Jno. Jackson Inv't. Co.,	President	51 Gay Bldg.
Cole, Charles B.	H. C. Cole Milling Co.,	Miller	Chester, Ill.
Cole, H. C.	H. C. Cole Milling Co.,		Chester, Ill.
Coleman H. C.	H. C. Coleman Invst. Co.		508 Cham. of Commerce.
Collins, H. B.	Whitaker & Co.,	Brokers	300 N. Fourth st.
Collins, Thos. R.	Martin Collins, Son &	Co., Insurance	955 Century Bldg.
Collins, Martin	Martin Collins, Son &	Co., Insurance	955 Century Bldg.
Collins, Wm.		Real Estate	717 Chestnut st.
Conner, R. L.	Hoyt Metal Co.		325 Locust st.
Connery, E. E.	Connery Fruit Co.		311 Hulet blv., Minneapolis, Minn.
Connor, James A.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, P. P.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, M. J.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, Wm. M.	Connor Bros. & Co.,	Commission	Gay Bldg.
Connor, Wm. P.	Connor Bros. & Co.,	Grain	Gay Building.
Connors, Denis M.	Lee Line Steamers,	Superintendent	Foot of Olive st.
Conrades, Edwin H.	Donk Bros. Coal &	Coke Co.	814 N. Fourth st.
Conzelman, Theophilus	Crunden-Martin	Woodenware Co.	301 S. Main st.

Name.	Firm.	Business.	Location.
Cook, Douglas G.	American Wine Co.,		3015 Cass ave.
Cooke, Michael			4215 Cook ave.
Coon, D. F.		Stock	Fort Scott, Kas.
Coquard, L. A.		Banker and Broker	302 Rialto Bldg.
Cordes, D.	D. Cordes & Co.,	Flour and Feed	1926 S. Twelfth st.
Cordes, Henry H.	Camp Spring Mill Co.		Nashville, Ill.
Cordes, W. H.	D. Cordes & Co.,	Flour and Feed	1924 S. Twelfth st.
Cornelius, N. B.	Cornelius Mill Furnishing Co.		1119 N. Sixth st.
Cornell, Adolph	Schisler-Cornell Seed Co.		813 N. Fourth st.
Cornell, Ben P.	Schisler-Cornell Seed Co.		813 N. Fourth st.
Cornet, Edward	Cornet Bros.,	Grocers	13th and O'Fallon sts.
Costigan, Edw. J.	Whitaker & Co.,	Bonds and Stocks	300 N. 4th st.
Cottingham, Clive	Cottingham Grain Co.		120 Cham. Com.
Cottrill, Geo. F.	Green's Car Wheel Mfg. Co.		3018 N. Broadway.
Coudrey, Harry M.	H. M. Coudrey & Co.,	Insurance	946 Century Bldg.
Cowgill, Frank S.	Trans-Mississippi Grain Co.		534 Bee Bld., Omaha, Neb.
Cox, Charles A.	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, B. H.	Hoosac Tunnel Line,	Agent	202 Railway Exchange.
Coyle, James F.	Coyle & Sargent,	Wholesale Silks	1121 Washington ave.
Craft, Henry G.	Bernet, Craft & Kauffman Milling Co.		Gay Bldg.
Cramer, G.	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.	J. E. Crawford & Son,	Stocks and Bonds	421 Olive st.
Crawford, Hanford	Scruggs, V. & Barney D. G. Co.		Broadway and Locust
Creveling, James G.			Clayton, Mo.
Crews, Thos. B.	Probate Judge,		Court House.
Crothers, John C.	The McPheeters	Warehouse Co.	1100 N. Levee.
Crone, C. C.		Real Estate	3602 N. Broadway.
Cullen, Allen H.	Mechanics'-American	Nat'l Bank	Broadway and Locust.
Cullen, Michael J.	Cullen & Kelly,	Livery	2735 Cass ave.
Cummiskey, Jas.		Commission	921 N. Fourth st.
Cunningham, C. A.	W. H. Markham & Co.,	Insurance	906 Century Bldg.
Cunningham, Dickson			Box 92 M. X., Cham. of Com.
Cunningham, Edw. M.			1402 N. Broadway
Cunningham, P. J.	Cunningham Bros.	Woolen Co.	Tenth and Locust sts.
Cupples, Sam'l.	Sam'l Cupples Wood &	Willowware Co.	7th and Spruce sts.
Currie, Frank	Farmers' Elevator Co.		Clarksville, Mo.
Currie, W. I.	Jno. A. Warren & Co.		416 Cham. Com.
Cushing, Edward T.		Grain	48 Exchange Place, New York
Cutliff, R. J.	Thyson Com. Co.,	Telgh. Operator	105 N. 3rd st.

Daggett, Geo. H.	Geo. H. Daggett & Co.,	Grain	Minneapolis, Minn.
Daly, E. F.	Brockmann-Daly Com. Co.		404 Cham. of Com.
Dameron, Ed C.			Clarksville, Mo.
Damon, Charles P.	C. P. Damon & Co.		1315 Chemical Bldg.
Dana, George D.	Charter Oak Stove &	Range Co., Sec'ry	1440 N. Main st.
Danforth, W. H.	Ralston Purina Co.,		Eighth and Gratiot sts.
Darnielle, J. T.	B. H. Lang & Co.,	Commission	504 Cham. of Com.
Daub, H. W.	Schreiner Grain Co.,	Commission	118 N. Fourth st.
Daugherty, John W.		Fire Insurance	112 Rialto Bldg.
Davidson, J. K.		Grain	Monticello Hotel.
Davidson, John N.	Jno. A. Warren & Co.,	Commission	416 Cham. of Com.
Davis, Geo. E.	Kanawha Despatch,	Agent	206 Rialto Bldg.
Davis, Geo. H.	Ernst-Davis Grain Co.		846 Bd. of T., Kansas City, Mo.
Davis, John David	Miss. Valley Trust Co.,	V. P.	4th and Pine sts.
Davis, Thos. W.	St. L. Market Rep'r Co.,	Reporter	216 Market st.
Davis, C. R. H.	C. R. H. Davis R. E. Co.,	Real Estate	107 N. Seventh st.
Dean, Chas. L.	Ludlow-Saylor Wire Co.,		120 S. Fourth st.
Dean, Murry	Dean, Mill Co.,	Flour	Ava, Ill.
Dehner, Adolph		Retired	2010 Victor st.
Deibel, Albert L.	National Warehouse &	Storage Co.	511 Cham. Com.
Deibel, Fred	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Deibel, John C.	National Warehouse &	Storage Co.	511 Cham. Com.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Deibel, Louis P.	Anchor Flour	and Feed Co.	22nd & Morgan sta.
Deibel, Robt. Fred.	Anchor Hay & Grain	Co.	22nd & Morgan st.
Delafield, Wallace	Delafield & Snow,	Insurance	850 Century Bldg.
Delafield, Wallace, Jr.	Delafield & Snow,	Insurance	850 Century Bldg.
Delaney, John O'F.		Capitalist	825 Chestnut st.
DeLore, C. P.	Mo. Forage Supply Co.		426 Theresa ave.
Dennis, C. C.	C. J. Dennis & Co.,	Commission	1011 N. Third st.
Dennis, John M.	Louis Mueller Co.,	Exporters	Baltimore, Md.
Denton, W.	Denton Bros.,	Grain	Leavenworth, Kas.
DePew, Ray L.	Mobile & Ohio R. R.,	Cont. Agt	Fullerton Bldg.
Desloge, F.	Desloge Lead Co.,		Railway Exchange.
Denvir, John B.	Hayden Sad'y H.	W. Co.	519 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal & Coke Co.	315 N. Seventh st.
Diamant, Henry A.	St. Louis Commission	Co.	208 N. Main st.
Dick, Joseph B.	Hy. Sayers & Co.,	Commission	305 Cham. Com.
Dickinson, Albert	The Al. Dickinson Co.,	Seeds. W. Taylor & River sta.,	Chicago.
Dickinson, W. C.	F. W. Goeke & Co.,	Commission	22 N. Second st.
Dickinson, Chas.		Seeds. W. Taylor & River sta.,	Chicago.
Dieckmann, H. H.	Henry Dieckman,	Feed.	1611 S. Ninth st.
Dieckmann, Joseph F.	Jos. F. Dieckmann	R. E. Co.	722 Chestnut st.
Dieckman, John H.	Wernse & Dieckman,	B'nk'rs and Brokers	317 N. Fourth st.
Diekmann, Joseph	Jos. H. Diekmann & Co.,	Flour and Feed	1210 Biddle st.
Dimmitt, Pope	Steele. Long-Pollock Co.,	Live Stock	Nat'l Stock Yards, Ill.
Dines, W. C.	Citizens' Investment Co.,	Insurance	510 Pine st.
Dixon, J. E.	J. E. Dickson & Co.,	Commission	125 Cham. of Com.
Doan, Geo. P., Jr.	Ford & Doan,	Merchandise Broker	312 N. Second st.
D'Oench, Guido	Lowell Bank,	Cashier	5000 N. Broadway
Dodd, Sam'l M.			53 Vandeventer place.
Doddridge, W. B.	Railway Expert		1409 Troost av., Kansas City, Mo.
Dodson, Joseph		Grain Dealer	Shipman, Ill.
Dodson, J. W.	The Dodson-Braun Mfg.	Co.	Third and Cedar sta.
Doggett, Lewis C.	N. K. Fairbank Co.,	Lard Refiners	Chicago.
Donaldson, A. R.	Donaldson Bond and	Stock Co	318 N. Fourth st.
Donaldson, John W.	Donaldson Bond and	Stock Co.	318 N. Fourth st.
Donaldson, Wm. R.	Donaldson & Donaldson,	Attorney	207 Temple Bldg.
Donk, E. C.	Donk Bros. Coal & Coke Co.,	Coal Dealers	314 N. Fourth st.
Donnewald, G. H.	Kerens-Donnewald	Coal and Coke Co.	220 N. Fourth st.
Donovan, Frank X.	F. X. Donovan & Co.,	Commission	34 Gay Bldg.
Donzelot, Eugene	E. Donzelot & Son,	Commission	16 S. Main st.
Donzelot, E. F.	E. Donzelot & Son,	Commission	16 S. Main st.
Dormitzer, Jos.		Real Estate	104 N. Ninth st.
Dower, John	Brooklyn Street Elevator,		Brooklyn and Commercial sta.
Dreyer, Eugene C.	Hunter Bros.,	Flour and Feed	54 Gay Bldg.
Drummond, James T, Jr.	Drummond	R. & I. Co	302 Carleton Bldg.
Drummond, John N., Jr.	John N. Drummond, Jr. & Co.		400 N. Fourth st.
Dudley, S. S.	Kanawha Dispatch,	Agent	206 Rialto Bldg.
Duff, N. A.	Duff Grain Co.		Nebraska City, Neb.
Duffy, Jos. A.	J. A. Duffy & Co.,	Real Estate	9 N. Tenth st.
Duing, Herman	Duing & Shomaker,	Hay and Grain	814 Clark ave.
Duncan, M. K.			111 Cham. Com.
Dunlop, Jo. P.	Dunlop Milling Co.		Clarksville, Tenn.
Dunn, Edward J.	Western Union Telgh.	Co.	Merchants' Exchange.
Dunn, Thos		Real Estate	622 Century Bldg.
Dunwoody, Jay Z.	D. E. Smith & Co.,	Commission	114 N. Fourth st.
Dye, James Wm.	St. Louis Hay & Grain	Co.	310 Chamber of Commerce
Dyer, E. H.	Mound City Paint &	Color Co	811 N. Sixth st.

Eakin, Chas. Grain Broker 411 Cham. of Com.
 Eaton, A. F. Eaton, McClellan & Co., Commission 19 N. Main st.
 Eaton, Chas. D. Springfield Fire & Marine Ins. Co., Insurance 949 Century Bldg.
 Eddy, A. M. Eddy & Eddy, Manufacturing Main and Market

Name.	Firm.	Business.	Location.
Edenborn, Wm.....	U. S. Steel Corporation	.....	8 Bridge st., New York.
Edwards, B. F.....	Nat'l Bank of Com.,	.....	Broadway and Olive.
Edwards, Geo. L.....	A. G. Edwards & Son	.....	410 Olive st.
Edwards, W. J.....	N., C. & St. L. Ry.,	Com'l Agt.....	Bank of Com. Bldg.
Eggers, H. B.....	Eggers Milling Co.,	Millers.....	Eighth and Clark ave.
Eggers, F. W.....	Eggers Milling Co.,	Millers.....	Eighth and Clark ave.
Eggers, Henry B., Jr..	Eggers Milling Co.,	.....	Eighth and Clark ave.
Ehlermann, Chas.....	Chas. Ehlermann Hop	and Malt Co.....	526 S, 22d st.
Einstein, Wm.....	.....	Mining Operator...	303 Security Bldg.
Eiseman, B.....	Rice, Stix Dry Goods Co.	.....	Tenth and Washington ave.
Eisenmayer, P. H., Jr....	So. Ill. Elevator	Milling Co.....	Murphysboro, Ill.
Elliot, H.....	Elliot Frog & Switch Co.	.....	East St. Louis, Ill.
Elliott, S. Lee.....	Missouri Commission Co.,	.....	324 Chestnut st.
Ellis, Wm. C.....	Kehler Flour Mills Co.,	V. P.....	401 Cham. of Com.
Elmore, V. C.....	.....	Grain.....	407 Cham. Com.
Ely, Arch F.....	Schreiner Grain Co.,	Grain.....	118 N. Fourth st.
Emig, John C.....	Central States Despatch,	Agent.....	414 Rialto Bldg.
Engel, Louis A.....	F. D. Hirschberg & Co.,	Insurance.....	121 N. Third st.
Engel, L. F.....	.....	.....	4323 Forest Park Blv.
Engel, Wm.....	.....	.....	2209 Cherokee st.
Engelke, Fred.....	New Baden Milling Co.,	.....	New Baden, Ill.
Eppelsheimer, Frank.....	Fischer Flour Co.	.....	4 N. Main st.
Essmueller, Fred.....	Essmueller M. F. Co.,	Millwrights.....	605 S. Sixth st.
Espenschied, Chas.....	.....	.....	8500 Washington ave.
Evans, J. W.....	N. Y. Life Ins. Co.,	Agent.....	Seventh and Locust sts.
Everingham, Henry D.....	.....	Grain.....	Fort Madison, Iowa.
Evers, John.....	Teichmann Commission Co.	.....	62 Gay Bldg.
Evill, Jno. H.....	Colum. Hay & Grain Co.,	Hay and Grain.....	500 S. Theresa ave.
Ewald, L. P.....	Ewald Iron Co.,	Iron, etc.....	941 N. Second st.
Ewing, James F.....	J. F. Ewing Salt Co.,	.....	812 Gratiot st.
Ewing, W. K.....	Nanson Commission Co.	.....	202 Cham. of Com.
Eyster, W. C.....	W. C. Eyster,	Cooperage.....	117 N. Third st.

Farley, J. H.....	Commission.....	108 N. 4th st.
Farrelly, Thos. F.....	Real Estate.....	812 Chestnut st.
Faulkner, Wm. R., Jr.....	.....	Four Courts.
Faust, A. E.....	Faust & Sons Oyster Co.,	President.....
Faust, Edward A.....	Anheuser-Busch Brew.	Assn.....
Fay, Emory.....	F. C. Taylor & Co.,	Commission.....
Fehlig, August H.....	H. J. Fehlig & Co.,	Grain.....
Feiner, Eugene J.....	Engelke & Feiner	Milling Co.....
Feiner, Frank.....	Engelke & Feiner,	Milling Co.....
Feldbusch, Herman.....	.....	Teamster.....
Felkel, E. E.....	Missouri Commission Co.,	.....
Ferguson, Hugh.....	Hugh Ferguson & Co.,	Provision Brokers....
Ferguson, Wm. H.....	.....	Grain.....
Feuerbacher, F. W.....	F. W. Feuerbacher	& Co., Malster.....
Figueiredo, A. de.....	St. L. Transfer Co.,	Ass't Manager.....
Filley, Chauncey I.....	.....	.....
Filley, John D.....	St. Louis-Union Trust Co.	.....
Finkenbiner, J. S.....	Specialist, Oil Minerals	.....
Finty, Thos.....	.....	Deceased.....
Fischer, Arthur S.....	Stobie Cereal Mills	.....
Fischer, John C.....	Fischer Flour Co.	.....
Fischer, Louis F.....	Chas. Tiedeman Mill. Co.	.....
Fisher, Geo. K.....	Althelmer & Rawlings,	Brokers.....
Fisher, John A.....	.....	Inspector.....
Fisher, S. J.....	Fisher & Co.,	Real Estate... ..
Fisher, Geo. D.....	.....	.....
Fisse, Wm. E.....	.....	Attorney.....
		820 Rialto Building.

Name.	Firm.	Business.	Location.
Flach, Joseph....	New Athens Milling Co.		New Athens, Ill.
Flebbe, Hermann....	Western Candy and Bakers' Supply Co.		109 S. Eleventh st.
Fleming, Thos. H. B.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
Flesh, Edw. M.....	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Flynn, Thomas Geo..	Independent Packing Co.		3857 Chouteau ave.
Foell, Christian.....			8108 Illinois ave.
Foell, Henry.....	Foell & Co.,	Commission.....	123 Market st.
Foerstel, Joseph A.....	J. H. Teasdale	Commission Co.....	108 N. Third st.
Foot, E. L.....			322 Pine st.
Forester, Berten.....	G. H. Walker & Co.,	Brokers.....	307 N. Fourth st.
Forman, Z. P....	St. Louis Hay & Grain Co.		309 Cham. Com.
Forrester, R. L.....	Clark Bros.		East St. Louis, Ill.
Forster, August F.....			3242 Copeline ave.
Forster, Otto E.....		Physician.....	3439 Washington ave.
Forster, C. Marquard...	St. L. Brew'g Assn.		Seventh and Chestnut sts.
Foskett, Arthur I....	Foskett-Kissner Feed Co.		4325 N. Broadway.
Fouke, Phil. B.....	Funsten Bros. & Co.,	Commission.....	Second and Elm sts.
Fowler, Edwin.....		Deceased.....	
Fox, John W.....	C., P. & St. L. R. R.,	Com'l Agent.....	Houser Building.
Fraley, M.....	Moses Fraley & Co.,	Insurance.....	910 Century Bldg.
Francis, Chas. B.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, David R.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, D. R., Jr.....	Francis Bro. & Co.,	Stocks and Grain....	214 N. Fourth st.
Francis, T. H.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, J. D. Perry....	Francis Bro. & Co.,	Stocks and Bonds....	214 N. Fourth st.
Frank, John F.....		Grain and Lumber....	Okawville, Ill.
Frank, Max.....		Horses and Mules....	3029 Glasgow Pl.
Frank, Nathan.....		Attorney.....	Century Bldg.
Franklin, Spencer.....		Broker.....	1129 Channing ave.
Fraser, Wm. A.....	W. A. Fraser & Co.,	Com.....	714 Royal Ins. Ex., Chicago.
Frederick, A. H.....		Real Estate.....	608 Chestnut st.
Freeborn, Charles S.....			1746 Mississippi ave.
Freeman, C. W.....			60 Laclede Bldg.
Fresch, Chas. M.....	Fresch-Marshall Co.		412 Cham. of Com.
Fresch, Geo. Jr..	D. W. Young Grain & Hay Co.		507 Cham. Com.
Freund, L.....	Freund & Bros. Bread Co.		913 Soulard st.
Frick, Hy. A.....	J. R. Lucas & Co.,	Grain and Hay.....	58 Gay Bldg.
Friedman, B.....	Friedman R. E. Co.		909 Chestnut st.
Fritschle, Robert.....		Grocer.....	5000 Gravois ave.
Fruin, Jeremiah.....	Fruin-Colnon Con.	Co., Contractors....	127 Laclede Bldg.
Fry, J. F.....	Brown-Fry Live Stock Co.,	Live Stock.....	Nat'l Stock Yards, Ill.
Fuller, J. M.....	Waggoner Grain Co.		206 Cham. Com.
Funk, Joseph P.....	J. P. Funk & Co.,	Tallow, etc.....	914 N. Main st.
Funsten, R. E....	R. E. Funsten Dried Fruit	& Nut Co.....	300 N. Commercial.
Funsten, Wm. F.....	Funsten Bros. & Co.,	Commission.....	Second and Elm sts.
Fusz, F. D.....	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Louis.....	Regina Flour Mills		601 S. Main st.
Fusz, Eugene A.....	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Paul A.....	Granite Bi-Metallic Con.	Mining Co.....	422 Security Building.

Gaiennie, Frank.....			312 Fullerton Bldg.
Galbreath, G. W.....	Third National Bank,	Cashier.....	417 Olive st.
Gale, Chas. B.....	Chas. B. Gale & Co.,	Com..	Produce Exchange, New York.
Gandolfo, John B.....	Gandolfo-Ghio	Mfg. Co.....	104 S. Eighth st.
Gardner, Wm. A.....	W. A. Gardner & Co.,	Commission.....	317 Cham. of Com.
Garneau, James W.....	Krey Packing Co.,		Twenty-first and Bremen ave.
Garneau, Pierre A....	Krey Packing Co.,	Pork Packers.....	2100 Bremen ave.
Garrels, G. W.....	Franklin Bank,	Banking.....	Fourth and Morgan sts.
Garrett, Walter L..	Garrett-Kennedy Grain Co.		Kansas City, Mo.
Garrison, O. L.....	Big Muddy Coal &	Iron Co.....	912 Wainwright Bldg.
Garvey, Lawrence.....	L. Garvey & Co.,	Produce and Com..	1412 N. Broadway.

Name.	Firm.	Business.	Location.
Gasser, Emil.....			5717 Florissant ave.
Gatch, Elias S.....	Granby Mining and S. Co.		Mermod & Jaccard Bldg.
Gates, Charles G.....	Chas. G. Gates & Co.,	Brokers....	111 Broadway, New York
Gaupel, Henry J.....			1724 Longfellow blv.
Gaus, H., Jr.....	Henry Gaus & Sons,	Box Factory...	Main and Madison sts.
Geissmann, Otto.....	Highland Milling Co.,	Flour.....	Highland, Ill.
Geraghty, John E.....	Chapin & Co.,	Mill Feed.....	119 N. Third st.
Gerber, Charles.....	Gerber Fruit Co.,		910 N. Third st.
Gerdes, Charles B....	Chas. B. Gerdes & Co.,	Grain.....	East St. Louis, Ill.
Gerhart, Frank H....	F. H. & C. B. Gerhart	Real Estate Co....	Wainwright Bldg.
Gessler, Emil W.....	Woodlock & Gessler,	Commission.....	300 Cham. of Com.
Gessler, E. A.....	Gessler & Kraussnick,	Broker.....	411 Olive st.
Gettys, James M.....	W. P. Gettys & Son	Provision Co.....	118 N. Main st.
Gettys, Thos. B.....	W. P. Gettys & Son	Provision Co.....	118 N. Main st.
Ghiselin, Horace.....	United Elev. & Grain	Co.....	516 Cham. of Com.
Ghio, James C.....	Barada-Ghio R. E. Co.		14 N. Eighth st.
Giesecke, Otto....	Chas. Ehlerman Hop and	Malt Co.....	526 S. Twenty-second st.
Gieselman, F. H.....	Chris. Sharp Com. Co.,		202 N. Main st.
Giessing, Peter.....	Giessing Milling Co.		Farmington, Mo.
Giesler, John F.....		Feed.....	1831 Franklin ave.
Gifford, Isaac C.....	C. E. Gifford & Co.,	Grain.....	225 Rialto Bldg., Chicago.
Gill, Felton D.....	F. D. Gill & Co.,	Grain.....	33 Gay Bldg.
Gillett, Chas. W.....	Chas. W. Gillett & Co.,	Grain.....	159 LaSalle st., Chicago.
Gillis, John G.....	Picker & Beardsley,	Commission.....	118 N. Main st.
Gilmartin, Jas. J....	Mo. State Grain Insp.		Equitable Bldg.
Gilmartin, P. J.....	Tracy & Co.,	Brokers.....	Fourth and Olive sts.
Gintz, Adam.....	St. Clair Vinegar Co.		Belleville, Ill.
Giraldin, Chas. E.....	Giraldin Bros.,	Real Estate.....	110 N. Eighth st.
Givens, Jos. W.....			Rialto Bldg.
Glaser, Carl S.....	Jos. Glaser & Son,	Brokers.....	817 Olive st.
Glaser, Joseph.....	Joseph Glaser & Son,	Brokers.....	817 Olive st.
Goddard, G. F.....	E. Goddard Flour Co.		1301 S. Second st.
Goddard, J. H.....	E. Goddard Flour Co.		1301 S. Second st.
Goebel, Fritz.....	F. Goebel & Sons,	Wholesale Grocers..	27-29 S. Second st.
Goeke, Fred'k W.....	F. W. Goeke & Co.,	Commission.....	22 N. Second st.
Goerger, G. A....	Wm. Goerger Malting Co.		1701 Singleton st.
Goerts, August.....	Germania Life Ins. Co.,		Broadway and Locust st.
Goetz, Victor.....	Zirnheld & Glosemeyer,	Millers' Agent.....	219 Market st.
Goldman, J. D.....	Adler, Goldman Com. Co.,	Cotton Factors.....	112 S. Main st.
Goldsmith, Henry.....	Eureka Mills	Co.....	8505 Gratlot st.
Goodall, John R....	W. H. Markham & Son,	Insurance.....	906 Century Building.
Goodnow, Frank.....	Miss. Valley Elev. &	Grain Co.....	Gay Bldg.
Goodrich, Frank....	Hoffman Hdq. & Stave	Co.....	Dexter, Mo.
Gordon, Samuel.....	Cox & Gordon	Provisions.....	1019 S. Third st.
Gordan, Thos. P.....		Grain..Bd. of T. Bldg.,	St. Joseph, Mo.
Gore, W. S.....	DuQuoin Mill Co.,		DuQuoin, Ill.
Gormaly, C. A.....	Grand Trunk Ry.		80 Laclede Bldg.
Grafeman, Wm.....	Grafeman Dairy Co.		2020 Franklin ave.
Graham, G. L.....	G. L. Graham & Co.,	Com.....	301 Cham. of Com.
Graham, Robt. S.....	G. L. Graham & Co.,	Commission.....	301 Cham. of Com.
Grant, W. D.....	W. D. Grant Pkg. Co.,	Pork Packer.....	} 8830 Garfield ave.
Grant, Chas. A.....	W. D. Grant Pkg. Co.,	Pork Packer.....	
Grant, Alex D.....		Broker.....	Commonwealth Tr. Bldg.
Grassmuck, Wm.....		Deceased.....	
Gratz, Benj., Jr....	Warren, Jones & Gratz,	Bagging.....	102 Rialto Building.
Graves, Oswald.....	Sidney C. Love & Co.,		207 Cham. of Com.
Graves, W. W.....	National Biscuit Co.,		205 LaSalle st., Chicago, Ill.
Green, Francis X....	The Chas. Green Real	Estate Co.....	720 Chestnut st.
Green, Chas.....	Chas. Green Real Est. Co.,		720 Chestnut st.
Green, James.....	Laclede Fire Brick Mfg.	Co.....	Manchester and Sulphur aves.
Green, R. S.....	D. P. Byrne & Co.,	Commission.....	318 Cham. of Com.
Green, W. L., Jr.....			Pasadena, Cal.
Greer, Robert C.....	R. C. Greer & Sons	Realty Co.....	719 Chestnut st.
Gregg, Norris B....	Mound City Pt. & Col. Co.,	Paints and Oils.....	811 N. Sixth st.
Gregg, W. H., Jr.	Monnd City Pt. & Col. Co.,	Paints and Oils.....	811 N. Sixth st.

Name.	Firm.	Business.	Location.
Gregory, James A.			5408 Maple ave.
Greve, Henry	John Wahl Com. Co.,		414 Cham. Com.
Grier, J. P.			
Griesedieck, Paul H.	H. Griesedieck Malting Co.		1184 S. Twelfth st.
Griesedieck, Bernard		Deceased	
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sta.
Griesedieck, Henry C.	Consumers Brewing Co.		1900 Shenandoah st.
Griesedieck, Henry, Jr.	Nat'l. Brew'y Co.,	Br'wrs...	Eighteenth and Gratiot sta.
Griesedieck, H. L.	Central Brewing Co.		East St. Louis, Ill.
Griesedieck, Frank		Malster	1110 Park ave.
Griffin, T.			812 S. Fourth st.
Grimm, Henry J.	Grimm & Co.		620 Chestnut st.
Grone, Ed.	Grone & Co.,	Soda	18 S. Eleventh st.
Grone, Herman	H. Grone Brewing Co.,	Soda Water	2219 Clark ave.
Grone, John G.	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Gronemeyer, C. L.			2954 Clark ave.
Grossheider, Aug. F.		Hay and Grain	2817 Easton ave.
Grubbs, H. B.			409 Granite Block
Gruensfelder, Louis		Deceased	
Gruet, John P.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut st.

Haarstick, Hy. C.	St. Louis-Union Trust Co.,		Fourth and Locust
Haarstick, Wm. T.	Herf & Frerichs Chem. Co.		48 Gay Bldg.
Haering, John		Teamster	2016 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haeussler, Herman A.	H. A. & H. H. Haeussler, Lawyer.		84 Laclede Bldg.
Haffner, W.	North Market Feed Co.		1906 Whittier st.
Hagar, Wm. G.	Western Iron & Supply Co.		938 N 2nd st.
Hagen, F. W.	St. Louis Syrup & Refining Co.		205 Dickson st.
Hagerman, James			606 Wainwright Building.
Hahn, C. J.	Carlyle Mill Co.		506 Cham. of Com.
Haley, Claude E.	D. I. Bushnell & Co.,	Seeds	109 N. Second st.
Hall, Chas. E.	Langenberg Bros. & Co.,	Commission	417 Cham. of Com.
Hall, Edward P.	Nanson Com. Co.		202 Cham. of Com.
Hall, Geo. H.	Nanson Commission Co.		202 Cham. of Com.
Hall, John E.	John E. Hall Com. Co.		418 Cham. of Com.
Hall, Louis T.	Nanson Commission Co.		202 Cham. of Com.
Hall, Marshall	W. L. Green Com. Co.		502 Cham. Com.
Hallet, F. A.	Hallet & Co.,	Grain	Minneapolis, Minn.
Halliday, H. E.	H. L. Halliday Mfg. Co.,		Cairo, Ill.
Hamilton, Alexander	Gartside Coal Co.,	Coal	1121 Pine st.
Hammel, A. B.	Trenton Milling Co.		Trenton, Ill.
Hammer, L. F.	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Hammond, Walter P.	Parrott-Day Co.,	Grain	320 Cham. Com.
Handlan, A. H.	Handlan Buck Mfg. Co.,	Railroad Supplies	210 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.,	President	Ninth & N. Market st.
Hannauer, Geo.	Wiggins Ferry Co.,	Superintendent	204 Union Station.
Hannigan, K. B.	Southern Ry.		100 N. Fourth st.
Hanson, C. T.	P. B. Mathiason Mfg. Co.		5310 N. Second st.
Hanson, P. M.	Nat'l Enam. & Stamp'g Co.,	Traffic Mngr.	2nd st. and Cass ave.
Hardy, Geo. S.	Morgan-Hardy Grain Co.		Union City, Tenn.
Harig, Albert J.			1708 Bacon st.
Harrington, Chas.	International M. & M. Co.		Ninth and Locust sta.
Harrington, Charles M.	The Van Dusen-Harrington Co.		Minneapolis, Minn.
Harris, Benj.	B. Harris & Co.,	Wool	Second and Walnut st.
Harrison, W. B.	P. P. Williams Grain Co.		408 Cham. Com.
Harroun, A. L.	Nash-Ferguson Grain Co.		Kansas City, Mo.
Harsh, P. W.	Harsh Bros. & Co.,	Grain	304 Cham. Com.
Harstick, J. C.	Excelsior Brewery,	Teamster	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.,	Printing	513 Market st.

Name.	Firm.	Business.	Location.
Hartmann, Ernst....	E. Hartmann Hide & Leather Co.	Leather Co.	2011 Sidney st.
Hartmann, Rudolph..	R. Hartmann & Co.,	Commission.	14 S. Second st.
Hartman, John....	St. Louis Enameling Co.,	President.	9th and Monroe sts.
Hartnett, Jos. P....	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Hartzell, S. S.....	Hartzell Light & Milling Co		Poplar Bluff, Mo.
Harvey, Geo. Jr.....	Harvey & Hall,		1117 Chemical Bldg.
Hattersley, F.	F. Hattersley Bro. & Co.		205 Pine st.
Hattersley, Jos....	F. Hattersley Bro. & Co.		205 Pine st.
Hauelsen, F. G.....	Hauelsen Bros.,	Produce.	1017 N. Third st.
Hawes, Harry B....	Johnson, Houts, Marlatt & Hawes, Lawyer..		705 Carleton Bldg.
Hawes, Richard S....	Third National Bank		417 Olive st.
Hayden, T. F.....			2602 Olive st.
Haynes, Delos R.....	Haynes Bros.,	Real Estate..	1005 Mo. Trust Building.
Haynes, W. J....	Haynes-Langenber Mfg. Co.		23rd & Lucas ave.
Hazard, Wm. P.....	Banner Rubber Co.		Bittner and Kenrick sts.
Healey, E. S....	Glencoe Lime & Cement Co.		1400-A Old Manchester rd.
Heath, A. J.....	A. J. Heath & Co.,	Commission.	304 N. Commercial st.
Heege, Albert.....	Albert Heege Gro. Co.,	Grocer.	Clayton, Mo.
Heger, Frederick	Heger & Seiferth,	Game, etc.	122 N. Main st.
Heil, Geo. L.....	Heil Packing Co.		1100 Missouri ave.
Heinrichsmeyer, Henry		Feed.	6830 S. Broadway.
Heitzeberg, Chas. L....	Beaumont Inv. Co.		301 Wainwright Bldg.
Helein, Geo. A.....		Cooperage.	419 S. Fourteenth st.
Helery, M. F.....		Retail Liquors	112 N. Third st.
Hellman, Chas.....	Hellman-Godlove Mer. Co		120 N. Main st.
Helm, Louis.....	Milliken-Helm Com. Co.,	E. St. Louis Elevator Co.	322 Pine st.
Heltzell, D. S.	D. S. Heltzell & Co.,		511 Cham. Com.
Heltzell, Harry Dallas...	Geo. J. Schulte & Co.,	Commission.	507 Cham. Com.
Heman, Fred.....		Deceased.	
Heman, G. A.....		Contractor.	1221 N. Jefferson av.
Heman, John C.....	Heman Construction Co.		512 Fullerton Bldg.
Hemenway, Wm. D....	The Insurance Agency Co.		902 Century Bldg.
Hendee, S. A.....	S. A. Hendee & Co.,	Grain.	Bushnell, Ill.
Henry, Frank R.....	St. Louis Transit Co.,	Auditor	3869 Park ave.
Henson, Mark.....		Banker.	Granite City, Ill.
Herf, O.....	Herf & Frerichs Chemical Co.		48 Gay Bldg.
Hermann, L. C....	Hermann Oak Leather Co.		Main and Angelica sts.
Hesse, Ludwig.....	Kehlor Flour Mills Co.	Treasurer.	401 Cham. Com.
Heydt, John B.....	Heydt Bakery Co.		1611 Biddle st.
Heyman, Wm.....	Lackawana Line,	Agent	105 Ry. Exchange.
Hezel, Charles.....		Deceased	
Hezel, Charles, Jr.....	Hezel Milling Co.,	15th st. and So. Ry.,	East St. Louis, Ill.
Hezel, E. T.....	Hezel Milling Co.,	15th st. and So. Ry.,	East St. Louis, Ill.
Hezel, Frank.....	Hezel Milling Co.,	15th st. and So. Ry.,	East St. Louis, Ill.
Hezel, Moriss		Deceased	
Hilke, Christoph.....		Flour and Feed.	3747 N. Broadway.
Hilke, Christ H....	Prairie Ave. Feed Store		4820 N. Broadway.
Hill, Ewing.....	Western Advertising Co.		Star Bldg.
Hill, Wm. T.....	J. H. Teasdale Commission Co.		108 N. Third st.
Hill, G. W.....			1743 Preston place
Hill, Walker....	Mechanics'-American Nat'l Bank,	President..	Broadway & Locust
Hilliar, W. T.....	Erie Dispatch,		102 N. Fourth st.
Hilmer, Edward C.....	Hilmer Com. Co.		824 N. Third st.
Hinchman, J. G.....		Prov'n Inspector.	22 S. Commercial st.
Hindman, James H.....		Farmer.	Rockwood, Ill.
Hirsch, L. B.....	Cal. Hirsch & Sons Iron & Rail Co.		509 Olive st.
Hirschberg, F. D....	F. D. Hirschberg & Co.,	Insurance.	123 N. Third st.
Hitchcock, E. A....	Secretary of the Interior,		Washington, D. C.
Hobart, B. F....	Cherokee-Lanyan Spelter Co.		529 Frisco Bldg.
Hodge, James.....	United Grain Co.	Produce Exchange,	Toledo, Ohio.
Hodgman, E. M.....		Stock Broker.	421 Olive st.
Hodgkins, Elbert....	Kehlor Flour Mills Co.,	Flour.	401 Cham. of Com.
Hoffman, Geo. E....	Merchants'-Laclede Nat. Bk.,	Cashier....	Fourth and Olive sts.
Hofmann, F. W....	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hofmann, E. G....	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.

Name.	Firm.	Business.	Location.
Hogan, C. C.	Union Grain Co.		115 Cham. of Com.
Hogenmiller, John A.	Hogenmiller Com. Co.		714 N. Third st.
Hoit, James Willis	Hoit Grain Co.		Minneapolis, Minn.
Holbrook, Walter J.	Holbrook-Blackwelder	R. Est. Trust Co.	812 Olive st.
Holland, James F.	Annan-Burg & Co.		107 N. Third st.
Holliday, Joseph G.		Attorney-at-Law	52 Laclede Bldg.
Holliday, Omar	Fulton Bag & Burlap Co.		612 S. Seventh st.
Hollmann, Julius	Cairo Milling Co.		Cairo, Ill.
Holmes, Jesse H.	H. & L. Chase Bag Co.		18 N. Main st.
Hopkins, James			Security Bldg.
Hopkins, Sam'l G.	Vandalia R. R. Co.		Seventh and Olive sta.
Hoppius, Herman F.	Mullen & Hoppius Painting Co.		114 Olive st.
Horn, Benjamin F.	Benj. F. Horn Cooperage Co.		100 Mo. ave., E. St. Louis, Ill.
Horn, Benj. F., Jr.	Benj. F. Horn Cooperage Co.		100 Mo. ave., E. St. Louis, Ill.
Horn, Chas. W.	Benj. F. Horn Cooperage Co.		100 Mo. ave., E. St. Louis, Ill.
Horner, E. P.	Allen-West Com. Co.		104 S. Main st.
Hornsby, Joseph L.		Attorney	520 Rialto Bldg.
Howard, F. F.	W. P. Howard & Co.	Commission	408 N. Levee
Howard, J. J.		Lawyer	510 Pine st.
Hoyt, E. R.	Hoyt Metal Co.	Secretary	325 Locust st.
Hubbard, Robt. M.	Hubbard & Moffitt	Commission Co.	322 Pine st.
Hudson, H. Newton	Hoyt Metal Co.		325 Locust st.
Hudson, Wm. A.	Hudson Bros. Com. Co.	Commission	212 N. Second st.
Huegely, Julius	Huegely Milling Co.		Nashville, Ill.
Hug, Henry	Laclede Hay & Grain Co.		110 So. Jefferson ave.
Hughes, H. H.	Hughes Warehouse & Elevator Co.		Nashville, Tenn.
Hull, Wm. L.			520 Cham. of Com.
Hume, T. M.	N. & W. Ry.	Com'l Agent	617 Chemical Bldg.
Hunicke, John	St. Louis Brewing Assn.		3301 Vista ave.
Hunn, Eugene F.	S. B. Chapin & Co.		Cham. of Com.
Hunter, E. O.	Hunter Bros. Milling Co.		60 Gay Bldg.
Hunter, Henry	Chris. Sharp Com. Co.		202 N. Main st.
Huppert, W. E.	Klausman Brewery Co.	Manager	8639 S. Broadway.
Husted, Edward C.	St. Joe Lead Co.		166 Laclede Building.
Hutchinson, R. R.			Broadway and Locust
Hutchinson, Jas.	Jas. Hutchinson & Sons	Sugar Brokers	712 Spruce st.
Huttig, C. H.	Third National Bank	President	417 Olive st.

Ichtertz, Geo. J.	W. A. Gardner & Co.	Commission	817 Cham. Com.
Imbs, Joseph F.	J. F. Imbs Milling Co.		63 Gay Bldg.
Imbs, Al. V.	J. F. Imbs Milling Co.		63 Gay Bldg.
Immer, E. B.		Grain	3005 Finney ave.
Inman, Bruce	Thresher & Fuller	Grain	Bd. of T., Kansas City, Mo.
Isaacs, Chas. W.			213 Cham. of Com.
Ismert, Joseph	Pinckneyville Milling Co.		Pinckneyville, Ill.

Jackson, Horace		Grain	79 Bd. of Trade, Chicago, Ill.
Jackson, Howard B.	Jackson Bros. & Co.		815 Postal Tel. Bldg., Chicago.
Jacobs, F. E.	T. E. Price & Co.		111 Cham. of Com.
Jameson, Francis A.	Bemis Bros. Bag Co.		Omaha, Neb.
Jannopoulo, D.	Mo. Tent & Awning Co.	Tents	100 N. Second st.
Jaquith, A. B.	Exchange Grain Co.		Omaha, Neb.
Jasper, Louis A.	Jasper & Sellmeyer	Commission	835 N. Third st.
Jennings, A. M.	Printing Telegraph News Co.		15 Bd. of Trade, Chicago.
Jinkins, B. C.		Broker	Commonwealth Trust Bldg.

Name.	Firm.	Business.	Location.
Johns, H. A.		Hay Inspector.....	818 Cham. Com.
Johnson, Albert S.	Terminal R. R. Assn.		Twelfth and Poplar sts.
Johnson, F. N.	Scullin & Gallagher Iron	& Steel Co.....	818 Security Bldg.
Johnson, M. B.	T. E. Price & Co.,	Commission.....	111 N. Third st.
Johnston, George S.	Johnston T. F. & Met.	Co., Tin Foil Manuf.	6016 S. Broadway.
Johnston, Wm. C.	Donk Bros.,	Coal & Coke Co.....	814 N. Fourth st.
Jones, Breck	Miss. Valley Trust Co.,	2d V.-P & Counsel....	201 N. Fourth st.
Jones Charles, Jr.			Labadie, Mo.
Jones, C. Norman	St. Louis Brewing Assn.		702 Wainwright Building.
Jones, Geo. P.	Geo. P. Jones & Co.,	Oil.....	704 N. Main st.
Jones, Geo. W.	Evans & Howard Fire	Brick Co.....	920 Market st.
Jones, Vincent M.	John Mullally Com. Co.		405 Chamber of Commerce.
Jordan, S. P.	P. P. Williams	Grain Co.....	408 Cham. of Com.
Joy, Chas. F.		Lawyer.....	421 Olive st.
Judson, F. N.	Judson & Green,	Lawyers.....	500 Rialto Building.
Judd, W. D.	Terminal Elevators		Kansas City, Mo.

Kaehler, E	Interstate Despatch,	Agent.....	305 Houser Building.
Kaiser, Henry	John G. Kaiser Grocery Co.,	Grocers.....	901 Franklin ave.
Kaiser, Jacob		Deceased.....	
Kalb, C. R.	G. O. Kalb & Son,	Insurance.....	957 Century Bldg.
Karns, W. H.	W. H. Karns & Co.,	Commission.....	407 Cham. Com.
Kassuba, Walter L.	Kassuba Com. Co.		Milwaukee, Wis.
Kauffman, H. M.	G. H. Walker & Co.,	Broker.....	307 N. Fourth st.
Kauffman, F. E.	Bernet, Craft & Kauffman	Milling Co.....	Gay Bldg.
Kaune, Wm. G.	Kerens-Donewald Coal	Co.....	Worden, Ill.
Kavanaugh, W. K.	Wiggins Ferry Co.,	President.....	918 Security Bldg.
Keeble, W. B.	Senter Commission Co.,	Commission.....	25 S. Third st.
Keheler, P. F.		Broker.....	313 Olive st.
Kehoe, C. J.	F. D. Hirschberg & Co.,	Insurance.....	123 N. Third st.
Kehlor, D. M.			5163 Fairmount ave.
Kehlor, J. B. M.		Deceased.....	
Keirsey, W. H.	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Keiser, C. J.	Keiser Bros. Milling Co.,	Flour.....	Mt. Olive, Ill.
Keiser, Robert H.	Joan P. Keiser Estate,	Real Estate.....	417 Pine st.
Kelly, E. M.	Liberty Mills,		Nashville, Tenn.
Kelley, M. J.	Lackawana Line,	Agent.....	24 Laclede Bldg.
Kemper, Wm. T.	Wm. T. Kemper Elev.	Co.....	1586 Main st., Kansas City, Mo.
Kennard, Sam. M.	J. Kennard & Sons Carpet	Co., Carpets..	Fourth and Washington
Kennedy, Maxwell	Kennedy Grain Co.		107 N. Third st.
Kennedy, Samuel G.		Insurance.....	910 Century Building.
Kennett, Wm. P.	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Kent, H. V.	Kent & Purdy Paint Co.		701 N. Second st.
Kerens, Vincent	Kerens-Donnewall Coal	Co.....	214 Rialto Bldg.
Kern, Chas.	Union Biscuit Co.		Sixth and Carr sts.
Kerney, Chas. W.			8434 Laclede ave.
Kerr, J. H.	American Refrigerator Transit	Co ..	410 Century Bldg.
Ketchum, Horace F.	C. H. Albers Com. Co.		400 Chamber of Commerce.
Keyes, S. P.	Keyes & Marshall Bros.,	Livery.....	1100 St. Ange ave.
Kidston, James	James Kidston & Co.,	Com'n.....	624 Rialto Bldg., Chicago.
Kiely, P. M.	P. M. Kiely & Co.,	Commission.....	914 N. Third st.
King, Goodman	Mermod, Jaccard & King	Jewelry Co..	Broadway and Locust st.
King, Lawrence L.		Fire Insurance.....	835 Century Bldg.
King, Wm. J. 2nd	Mass. Mutual Life,	Manager.....	216 Century Bldg.
Kingsland, L. D.	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo.	Kingsland, Kay & Cook Mfg. Co.		Eleventh and Mullanphy sts.
Kinsella, Lawrence J.	Kinsella & Co.,	City Weighers....	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.....	715 Spruce st.
Kissner, John	Foskett & Kissner Feed Co.,	Feed.....	4325 N. Broadway.
Klasing, Aug. F.		Groceries and Feed..	5034 N. Broadway
Klauber, John	A. Klauber & Sons Iron	& Metal Co.....	511 S. Fourth st.

Name.	Firm.	Business.	Location.
Klauber, Daniel....	A. Klauber & Sons	Iron & Metal Co.....	511 S. Fourth st.
Klein, Jacob.....	Klein & Hough,	Attorneys.....	902 Rialto Bldg.
Klein, Jno. S....	Nulsen-Klein-Krausse Mfg.	Co., Dry Paints..	Sidney st. and Levee.
Klenk, Charles.....	A. Laux & Son	Pork Packing Co....	Russell and DeKalb st.
Knapp, W. E.....	Jno. E. Hall Com. Co.	.....	418 Cham. Com.
Knebel, L.....	L. Knebel & Co.,	Grain and Lumber.....	Pierron, Ill.
Knehans, H. W., Jr....	H. W. Knehans Com.	Co.....	909 N. Fourth st.
Knight, Geo. W. J....	Meyer Bros. Drug Co.	.....	Fourth st. and Clark ave.
Knight, Harry F....	A. G. Edwards & Son,	.....	412 Olive st.
Knox, C. G.....	National Stock Yards,	V.-Pres....	National Stock Yards, Ill.
Koechig, Wm.....	Jos. A. Buckland & Co.,	Hay and Grain.....	103 S. Third st.
Koehler, C.....	Columbia Brewing Co.	.....	Twentieth and Madison sta.
Koehler, Henry, Jr..	American Brewing Co.	.....	2825 S. Broadway
Koehler, Hugo A..	The American Bw'g. Co.,	.....	2825 S. Broadway.
Koehler, Julius H..	Columbia Br'wing Co.,	.....	Twentieth and Madison st.
Koenigsmark, A. J.....	Koenigsmark Mill	Co.....	Waterloo, Ill.
Koenigsmark, Jacob J..	Koenigsmark Mill	Co., Flour Mill.....	Waterloo, Ill.
Koenigsmark, T.....	Koenigsmark Mill Co.,	Milling.....	2911 Russell ave.
Kohl, F....	Granite City Lime & Cement Co.	.....	Venice, Ill.
Kohn, R. D.....	Kohn & Co.	.....	815 N. Fourth st.
Kolb, Adolph.....	Southern Feed Co.,	Pres. and Treas.....	911 S. Seventh st.
Kotany, M.....	.....	Stock and Bond Broker...	409 Olive st.
Kracht, Arthur.....	Bemis Bros. Bag Co.	.....	601 S. Fourth st.
Kracke, J. H.....	J. H. Kracke Grain Co.	.....	416 Cham. Com.
Krausse, E. B., Jr..	Nulsen, Klein & Krausse	Mfg. & Mining Co....	Levee & Sidney
Kraussnick, E. C....	Gessler & Kraussnick,	Brokers.....	411 Olive st.
Krenning, H. B..	Krenning Investment Co.	.....	322 Bank of Commerce Bldg.
Kretschmar, Ernest.....	.....	Provisions.....	2700 Cherokee st.
Krey, Fred.....	Krey Packing Co.,	Pork Packers...	21st and Bremen ave.
Krite, F. H.....	Hezel Milling Co.,	Millers.....	East St. Louis, Ill.
Kroeger, Mathias.....	Henry Sayers & Co.,	Commission.....	305 Cham. Com.
Kron, A.....	A. Kron L. & U. Co.,	Livery Stable.....	2124 N. Tenth st.
Kuenke, Henry.....	.....	Flour and Feed.....	2651 Gravois ave.
Kuhlman, Henry W....	Hy. W. Kuhlman &	Son, Feed.....	2304 Bremen ave.
Kuhn, Robert C.....	Bartlett, Kuhn & Co.,	Grain and Hay	Evansville, Ind.
Kuhs, H. W.....	H. W. Kuhs & Co.,	Grocers and Com.....	28 S. Third st.
Kupferle, E.....	Kupferle Bros. Mfg. Co.	.....	600 N. Second st.

Lackland, R. J.....	Boatmens' Bank,	President...	4th and Washington ave.
Lackland, Edgar C.....	.....	.....	Laclede Building.
Lahey, Thos. P.....	T. E. Price & Co.,	Commission.....	111 N. Third st.
Lake, Wm. H.....	W. H Lake & Co.,	Grain.....	6 Sherman st., Chicago.
Lamping, W. C.....	.....	Broker.....	Cham. of Com.
Lamy, Chas. O....	J. H. Teasdale Com. Co.,	.....	103 N. Third st.
Lamy, Joseph F.....	Hardy Grain Co.,	Commission.....	521 Cham. Com.
Landau, Louis.....	Louis Landau & Co.,	Grocers.....	817 N. Second st.
Lang, George.....	Braun-Lang Com. Co.,	Flour and Commission....	Gay Bldg.
Lang, B. H.....	B. H. Lang & Co.,	Commission.....	504 Cham. of Com.
Lang, Ben S.....	B. H. Lang & Co.	.....	504 Cham. of Com.
Langenberg, C. H.....	Langenberg Bro. &	Co., Commission ..	417 Cham. of Com.
Langenberg, Fred. W....	Langenberg Bro. &	Co., Commission...	417 Cham. of Com.
Langenberg, H. F.....	Langenberg Bro. &	Co., Commission ..	417 Cham. of Com.
Langenberg, H. H.....	Langenberg Bro. &	Co., Commission...	417 Cham. of Com.
Langenberg, Geo. F.,	Haynes-Langenberg Mfg. Co.,	Furnaces.	23rd and Lucas ave.
Langton, J. J. P.....	Langton & Garneau,	Prov. Broker.....	421 S. Seventh st.
Lanitz, George.....	.....	Grain.....	322 Pine st.
Lansing, E. W.....	Thos. Bennett & Co.,	Brokers.....	3018 Locust st.
Larimore, N. G....	Elk Valley Farming Co..	.....	Larimore, N. Dakota.
Larimore, Jameson .....	.....	Farmer.....	Larimore, N. Dakota.

Name.	Firm.	Business.	Location.
Latal, John J.	J. J. Latal Slate Co.		1518 N. Tenth st.
LaTourette, James	Columbia Zinc Works,		Marion, Ind.
Latta, H. J.	Maxwell & Crouch Mule Co.		National Stock Yards.
Lauber, Wm.	Picker & Beardsley,	Commission	118 N. Main st.
Laughlin, J. R.		Real Estate	606 Fullerton Bldg.
Lawnin, Jos. D.		Lumber	807 N. Levee.
Leask, Arthur		Broker	400 Postal Tel. Bldg., Chicago
LeCompte, Jos.	Lexington Roller Mills	Co.	Lexington, Ky.
Ledwidge, John J.	D. P. Byrne & Co.,	Commission	318 Cham. Com.
Lee, W. H.	Merchants'-Laclede Nat'l Bk.,	Pres.	Fourth and Olive sts.
Leftwich, W. M.	St. Louis Storage & Com.	Co.	28th st. and Lawton ave.
Lehman, Meyer	Anchor Hay & Grain Co.		Twenty-second and Morgan sts.
Lehman, S. M.	Lehman Bros.,	Commission	16 William st., N. Y.
Lelong, A. A.	Citizens' Bank,	Cashier	New Orleans.
Lemp, Louis F.	W. J. Lemp Brewing Co.,	Supt	Thirteenth and Cherokee.
Lemp, Wm. J., Jr.	W. J. Lemp Brewing Co.,	V-Pres't	Thirteenth and Cherokee.
Lemp, Carl A.	W. J. Lemp Brewing Co.,	Treas	Thirteenth and Cherokee.
Lemp, Edwin A.	Lemp Brewing Co.		Thirteenth and Cherokee.
Leonhardt, R. H.	Saxony Mills,	Flour	312 Lombard st.
Lepp, Henry		Flour Mill	DeSoto, Mo.
Levy, Falk		Mdse. Broker	1012 Lucas ave.
Lewis, Arnold C.	Kehlor Flour Mills Co.,		401 Cham. of Com.
Lewis, George H.	Lawrenceburg Roller	Mills Co.	Lawrenceburg, Ind.
Lewis, J. R.			51 Gay Bldg.
Lewis, Chas. E.	Chas. E. Lewis & Co.,	Brokers	Minneapolis, Minn.
Liermann, John O.		Feed	3228 S. Thirteenth st.
Lightner, Frank			1408 Union boulevard.
Lindman, Oscar F.	Oscar F. Lindman &	Bro., Grain Com.	53 B. of T. Chicago.
Lindsay, John W.	B. & O. S.-W. R. R.,	C. F. A.	Sixth and Olive sts.
Lindsay, W. C.	L. H. & St. L. Ry.,	Gen'l Agent	206 N. Broadway.
Lippelt, G. H.	G. H. Lippelt & Co.,	Dry Goods	501 Fullerton Bldg.
Liquin, K. K.	Clinton Grain Co.		Clinton, Iowa.
Litchfield, Parker H.	The Modern Miller	Co.	80 Gay Bldg.
Little, Wm. C.	Little & Hays Inv. Co.,		303 N. Fourth st.
Little, H. J.	Little & Hays Inv. Co.,		303 N. Fourth st.
Lockwood, James Y.			918 Security Bldg.
Loeb, C. M.			
Logan, Theron	Logan & Bryan,	Commission	Chicago, Ill.
Logeman, C. A.	F. H. Logeman Chair Co.		2000 N. Main st.
Lohmann, Wm. H.		Hay and Grain	614 Ann ave.
Lonergan, T. J.	T. J. Lonergan & Co.		506 Cham. of Com.
Lord, John K., Jr.	R. G. Dun & Co.		314 Pine st.
Lorenz, Henry		Farmer	St. Marys, Mo.
Lothman, Wm.	Lothman Cypress Co.		Levee and Angelica st.
Louderman, John H.			510 Pine st.
Louderman, Jno. H., Jr.			510 Pine st.
Louderman, Henry B.			510 Pine st.
Louderman, H. B., Jr.	Swift & Co.,	Packers	Nat'l. Stock Yards, Ill.
Love, John E.	Love & Sons,	Real Estate	802 Chestnut st.
Love, Sidney C.	Sidney C. Love & Co.,	Grain, etc.	207 Cham. Com.
Lucas, James R.	J. R. Lucas & Co.,	Commission	58 Gay Bldg.
Lucas, John B. C.	Miller & Fairbault,	Real Estate	701 Chestnut st.
Ludington, Elliot K.	H. & L. Chase Bag	Co.	18 N. Main st.
Ludington, F. H.	H. & L. Chase Bag Co.,		18 N. Main st.
Luehrmann, Aug. F. W.	Luehrmann Bros.	Hay & Grain Co, Com.	2800 N. 2nd st.
Lueking, A. C.		Drayman	8th and Washington ave.
Lueking, H. A.			1404 Mullanphy st.
Lumaghi, Joseph D.	Lumaghi Coal Co.		411 Olive st.
Lusk, Isaac P.	Diamond Jo Line,	Secretary	Foot of Wash'n ave.
Luth, Fred L.	Columbia Biscuit Co.		Fourteenth and Papin sts.
Lyle, Hugh Ranken	Miss. Val. Trust Co.	Ass't Sec'y	Fourth and Pine sts.
Lyons, W. L.	W. L. Lyons & Co.,	Brokers	Louisville, Ky.

Name.	Firm.	Business.	Location.
Mack, Henry W.....	Connor Bros. & Co.,	Commission.....	46 Gay Building.
Mackey, John.....	J. R. Lucas & Co.	.....	45 Gay Bldg.
Macy, E. F.....	Mound City Ice & Cold Stor. Co.,	Sec'y & Treas....	3015 N. Broadway.
Maffitt, Wm. C.....	.....	.....	Security Building.
Magee, J. B.....	Redman, Magee & Co.,	Grain.....	Cairo, Ill.
Maginn, James P.....	.....	Lawyer.....	421 Olive st.
Maguire Chas. J.....	Maguire Coal Co.	.....	411 Olive st.
Maguire, Louis T.....	Oriel Glass Co.	.....	617 Chestnut st.
Manewal, L. A.....	Manewal-Lange Biscuit	Co.....	Fifteenth and Clark ave.
Mann, T. L.....	H. Griesedieck & Co.,	Malsters.....	1134 S. Twelfth st.
Manning, Hebert N.....	Smith, Vincent & Co.,	Commission.....	Gay Bldg.
Mansur, C. W.....	John Deere Plow Co.	.....	Tenth and Spruce sts.
Marcy, Geo. E.....	Armour Grain Co.	.....	205 La Salle st., Chicago.
Markham, G. D.....	W. H. Markham & Son,	Insurance.....	908 Century Bldg.
Marks, David A.....	Continental Brick Co.	.....	500 Benoist Bldg.
Marquis, P. S.....	S. E. Barrett Mfg. Co.,	Gravel Roofing...	1100 Fullerton Bldg.
Marshall, Ben F.....	Ben F. Marshall & Co.,	Grain.....	Blodgett, Mo.
Marshall, F. E.....	Nat'l Bank of Commerce,	.....	Broadway and Olive st.
Marshall, J. D.....	.....	Livery.....	5263 Delmar ave.
Marshall, S. T.....	Fresch-Marshall Co.	.....	412 Cham. Com.
Marten, Lewis F.....	.....	Grain and Flour.....	St. Charles, Mo.
Martin, C. T.....	.....	Nat'l Bd. of Trade,	Kansas City, Mo.
Martin, Geo. C., Jr....	Goffe & Carkener Co.,	Com'n.....	514 Cham. Com.
Martin, M., Jr.....	Jos. Glaser & Co.	.....	817 Olive st.
Martin, Thos. King.....	G. L. Graham & Co.	.....	301 Cham. Com.
Martin, Thos. L.....	Sherry-Bacon Grain Co.	.....	213 Cham. Com.
Mason, Geo. M.....	Traders Despatch,	.....	505 Houser Bldg.
Massengale, John E.....	St. Louis & Tenn. Riv.	Pack. Co., Sec.....	Foot of Pine st.
Matthews, Geo. T.....	Geo. T. Matthews &	Co., Oils, etc.....	20 S. Main st.
Matthews, Joseph R.....	The Corno Mills Co.	.....	East St. Louis, Ill.
Maune, Aug.....	Aug. Maune R. E. & F. Co.,	Real Estate.....	2502 Hebert st.
Mayer, Fred.....	Mayer F. & J. Co.,	Fertilizers.....	5502 N. Bulwer ave.
Maynard, J. F.....	Ice Machines,	.....	116 Geyer ave.
Mayo, Thos. R.....	Mayo Tie & Lumber Co.	.....	DeSoto, Mo.
Meek, A. J.....	Meek Milling Co.,	Millers.....	Marissa, Ill.
Meek, William E.....	Meek Milling Co.	.....	Marissa, Ill.
Megginson, L. M.....	Red Line,	Agent.....	Fourth and Chestnut str.
Meier, Theo. G.....	Heine Safety Boiler Co.,	.....	707 Commonwealth Trust Bldg.
Meier, Louis J.....	Brookmeier & Co.,	Commission.....	523 N. Second st.
Mephram, Geo. S.....	G. S. Mephram & Co.,	Colors, etc.....	East St. Louis, Ill.
Merrell, H. S.....	J. S. Merrell Drug Co.	.....	Fourth and Market sts.
Merriam, Nathan.....	Merriam-Holmquest	Co., Grain.....	Omaha, Neb.
Mertz, Jacob W.....	.....	.....	Webster Groves, Mo.
Messmore, John L.....	Ballard, Messmore &	Co., Commission...	520 Cham. of Com.
Meyer, Adolph A.....	Meyer Supply Co.,	Brewers' Supplies.....	22 S. Main st.
Meyer, Edw. J.....	Peter H. Meyer & Sons,	Hay and Grain.....	1308 N. Ninth st.
Meyer, Edwin J.....	Wash'n Mut. Fire	Ins. Co.....	421 Olive st.
Meyer, Ferd P.....	John F. Meyer & Sons,	Miller.....	174 Laclède Building.
Meyer, George F.....	St. Louis Cooperage Co.,	Treasurer.....	Main and Arsenal sts.
Meyer, John P.....	John P. Meyer & Co.,	Brokers.....	411 Olive st.
Meyer, C. H.....	Meyer Bros. Hay & Grain Co.,	Hay and Grain.....	1109 Cass ave.
Meyer, Theo. F.....	Meyer Bros. Drug Co.,	Druggists.....	Fourth st. & Clark ave.
Meyer, F. Heinrich.....	Brinckmeyer-Meyer	Hay & Grain Co....	1111 N. Broadway.
Meyer, John F.....	John F. Meyer & Son,	Millers.....	174 Laclède Building.
Meyer, Peter H.....	Peter H. Meyer & Son,	Feed.....	1308 N. Ninth st.
Meyer, Chas. W.....	St. Louis Brewing	Ass'n.....	1724 Lafayette ave.
Michael, Martin.....	.....	.....	.....
Michaells, Ernst.....	.....	Stocks and Bonds	804 N. Fourth st.
Midlam, W. T.....	Empire Line,	.....	Fourth and Chestnut sts.
Miller, Aug.....	Miller Grain & Elevator Co.,	.....	68 Gay Bldg.
Miller, S. B.....	.....	.....	Oswego, Kan.
Miller, W. A.....	W. A. Miller & Co.,	Feed.....	1417 N. Broadway
Milleson, C. D.....	C. D. Milleson & Co.,	Hay and Grain....	East St. Louis, Ills.
Milliken, B. H.....	Milliken-Helm	Commission Co.....	322 Pine st.
Milliken, Horace.....	Milliken-Helm Com.	Co.....	322 Pine st.

Name.	Firm.	Business.	Location.
Milliken, John T.....	E. St. Louis Elev. Co.		322 Pine st.
Miner, F. J.....	Cella Com. Co.,	Broker.....	Fourth and Pine st.
Minor, Wm. H.....			111 N. Third st.
Mitchell, W. R.....		Broker.....	Jacksonville, Ill.
Mittler, John G.	John Wahl Com. Co.,	Commission.....	414 Cham. Com.
Mockler, Michael J..	J. B. Buss Flour Mills		8328 Franklin ave.
Moerschel, Jacob.....	Empire Brewing Co.		Sarah st. and Wabash tracks.
Moffitt, Charles S.....	Hubbard & Moffitt	Com. Co.....	322 Pine st.
Moffitt, N. L.....	Hubbard & Moffitt	Com. Co.....	322 Pine st.
Mohlenbrock, Malto..	Mohlenbrock Milling	Co.....	Campbell Hill, Ill.
Monteith, Geo. F.....			
Moore, J. Handy.....	Miss. County Bank,		Charleston, Mo.
Moore, Milton J.....	Cory-Lanternman Asphalt Co.....		17th st. & So. Ry., E. St. L.
Moore, Roy D.....	Printing Telegraph News	Co.....	307 Cham. Com.
Moore, R. P.....	R. P. Moore Milling Co.		Princeton, Ind.
Morgan, Arthur R.....		Broker.....	81 Laclède Bldg.
Morgan, Geo. H.....	Merchants' Exchange,	Secretary.....	Merchants' Exchange.
Morris, W. C.....	Christy Fire Clay Co.		4771 Morganford rd.
Morrison, Chas.....		Attorney.....	Waterloo, Ill.
Morrison, Thomas...	Morrison Tent & Awning Co.....		115 Olive st.
Morrison, Robt. W...	R. W. Morrison Const.	Co., Builders.....	118 N. Eighth st.
Morrison, Fred.....	Morrison Bros.,	Live Stock, etc.....	Ramsey, Ills.
Morrow, E. C.....	E. C. Morrow & Bro.,	Tobacco.....	Clarksville, Tenn.
Morse, Samuel S.....	Morse Bros.,	Commission.....	400 N. Second st.
Morton, Claude A.....	Morton & Co.,	Commission.....	509 Cham. of Com.
Morton, Geo. W.....	Geo. W. Morton & Co.,	Grain, etc.....	117 N. Third st.
Morton, T. B.....	Morton & Co.,	Commission.....	509 Cham. of Com.
Moser, Leo.....	Moser Hotel,	Hotel.....	800 Pine st.
Mudge, Geo.....	D. R. Francis & Bro. Com.	Co.....	214 N. Fourth st.
Mueller, A.....	A. Mueller & Co.		407 Cham. of Com.
Mueller, Henry.....		Deceased.....	
Mueller, Theo.....			6647 Alabama ave.
Mueller, William G.....	Wm. G. Mueller	Produce Co.....	528 N. Second st.
Mulcahey, Morris.....		Teamster.....	19 N. Main st.
Mulcahy, Patrick.....		Builder.....	301 Odd Fellows' Bldg.
Mulford, W.....	W. Mulford & Co.,	Brokers.....	811 Pine st.
Mullally, Dan'l. S.....	Langenberg Bros. &	Co., Commission...	417 Cham. of Com.
Mullally, John.....	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Martin J..	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Jno. D.....	Ballard, Messmore &	Co., Commission...	520 Cham. of Com.
Mumford, W. R.....	W. R. Mumford Co.,	Com...145 E. Van Buren st.,	Chicago.
Munday, C. B., Jr...	Munday-Settlement Co.,	Grain.....	Litchfield, Ills.
Munson, Tracy.....	The N. K. Fairbank Co.		Third and Convent sts.
Murdoch, Wm., Jr...	H. & L. Chase Bag Co.		18 N. Main st.
Murphy, Daniel J....	S. H. Woodbury & Co.,	Grain, etc.....	60 B. of T., Chicago.
Murphy, Jeremiah.....		Pork Packer.....	2315 Morgan st.
Murphy, John J....	Jeremiah Murphy Pkg.	Co.....	2315 Morgan st.
Murphy, P. C.....	P. C. Murphy Trunk Co.,	Trunks.....	612 Washington ave.
Murphy, J. L.....		Grain.....	Pinckneyville, Ills.
Murphy, J. H.....		Broker, Bonds and Stocks.....	421 Olive st.
Murray, S. E....	National Poultry & Egg Co.		825 N. Fourth st.
Murrie, L. M.....	Farmers Grain Co.		Metropolis, Ills.
Myers, E. M.....	Meyers-Boyd Com. Co.		207 N. Main st.
Myerson, G. S.....	Krey Packing Co.		21st st. and Bremen ave.
Mynders, Arnold H.....	Rogers Salt Co.,	Salt.....	220 Pine st.

MaoGinnitie, J. C.....	Broker.....	Kansas City, Mo.
McAllister, John.....		5664 Von Versen ave.
McCaull, J. L....	The McCaull-Dinsmore Co.	917 Ch. Com., Minneapolis, Minn.
McChesney, W. S., Jr...	Terminal R. R. Assn., P. and G. M...	Union Station.
McClellan, C. W....	Eaton, McClellan & Co.,	Commission.....19 N. Main st.
McClelland, Frank M..	Andrews & McClelland Grain Co.....	4052 Easton ave.

Name	Firm.	Business.	Location.
McClellan, Frank P....	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, J. S....	Eaton, McClellan & Co.,	Commission.....	19 N. Main st.
McClellan, Thos. G.....	N. C. & St. L. Ry.	Bank of Commerce Bldg.	
McCluney, John H..	State Nat'l Bk. of St. L.	2nd V.-P....	Fourth and Locust sta.
McClure, C. E.....	Lake Shore F. F. Line,	Agent.....	400 Rialto Building.
McCoy, Wm. C.....	W. D. Orthwein	Grain Co.....	308 Cham. of Com.
McCulloch, Robt.....	Uniled Railways Co.,	V. P. and Gen'l Mgr....	3869 Park ave.
McDonald, B. P.....		Farmer.....	Fort Scott, Kan.
McFarlin, M.....	Missouri Grain Co.		Moberly, Mo.
McGeary, Lewis I.....	McGeary Bros.		14 Laclede Bldg.
McGeary, Brian G.....	McGeary Bros.		14 Laclede Bldg.
McGee, H. J.....	Union Elevator	Foreman.....	E. St. Louis, Ill.
McGehee, Jas. Stewart.....	Burlington	Elevator.....	515 Cham. Com.
McGrath, James F.....	Cumberland Gap	Despatch, Agent....	206 N. Broadway.
McGrew, Geo. S.....	Geo. D. Barnard & Co.,	Blank Books.Laclede & Vandeventer.	
McGroarty, Edw. J.....	Brady & McGroarty	Express Co.....	115 S. Eleventh st.
McKeen, M. M.....	M. M. McKeen & Co.,	Butter and Cheese....	6 N. Second st.
McLain, J. T.....	McLain-Alcorn Com. Co.		705 N. Third st.
McLemore, Thos. J....	Bemis Bros. Bag Co.		601 S. Fourth st.
McMahan, J. H.....	J. H. McMahan & Co.,	Brokers.....	201 N. Second st.
McManama, M. G. .			2011 James st.
McMorrow, P. J.....	A. Gelsel Mfg. Co.		219 S. Second st.
McNair, L. G... McNair, Harris Realty Co.,	President.....		Eighth and Locust sta.
McNeiley, J. A.....	J. A. McNeiley & Son,	Live Stock....	Foot of Bremen ave.
McPheeters, T. S...McPheeters' Wareh. Co.			1100 N. Levee.
McReynolds, Geo. S.....	McReynolds & Co.,	Grain.....	314 Cham. of Com.
McRoberts, Samuel.....	Armour Co.,	Packers.....	205 LaSalle st., Chicago.
McSorley, B. J		Broker.....	111 Cham. of Com.

Nagel, Charles.....	Finkelnburg, Nagel &	Kirby, Lawyer.....	Security Bldg.
Nagle, Richard.....		Teamster.....	205 Pine st.
Nanson, Joseph S.....	Nanson Commission	Co.....	202 Chamber of Commerce.
Napier, Robert C.....	Hubbard & Moffitt	Commission Co.....	322 Pine st.
Nasse, August.....		Wholesale Grocer....	209 N. Second st.
Neale, Charles T...Edward Elsworth & Co.		The H. O. Co., Buffalo, N. Y.	
Nedderhut, C. Otto.....			105 Cham. Com.
Neilson, H. W.....	Campbell Paint & Glass Co.....		Main and Gratiot sta.
Nelson, Emory E.....	Hardy Grain Co.		521 Cham. Com.
Nelson, L. C..L. C. Nelson & J. M. Nelson, Jr.....			923 Security Bldg.
Nelson, J. M., Jr..L. C. Nelson & J. M. Nelson, Jr.....			923 Security Bldg.
Neuhoff, Hector.....		Lawyer.....	52 Laclede Bldg.
Newell, James P.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Newell, Joseph T...Carondelet Milling Co.,		Manager.....	7020 S. Broadway.
Newman, W. E.....	Teichmann Com. Co.		62 Gay Bldg.
Nichols, R. M.....		Lawyer.....	421 Olive st.
Nicholls, Chas. C....Nicholls-Ritter Realty	Co.....		718 Chestnut st.
Nickerson, John....Nat'l Bk of Commerce,		2d V-Pres't....	Broadway and Olive.
Nicolaus, Henry..Green Tree Brewery Co.,		Superintendent....	Ninth and Sidney.
Niedringhaus, Alex...St. Louis Press Brick	Co.....		Collins st. and Cass ave.
Niedringhaus, Thos. K .Nat. Enam. & Stmp.	Co., Manufs.....		2nd and Cass ave.
Niedringhaus, F. G ....Nat. Enam. & Stmp.	Co., Manufs.....		2nd and Cass ave.
Niedringhaus, Wm. F..Nat. Enam. & Stmp.	Co., Manufs.....		2nd and Cass ave.
Niedringhaus, Geo. W..Nat. Enam. & Stmp.	Co., Manufs.....		Granite City, Ill.
Niemann, G. A.... Granite City Lime &	Cement Co.....		Granite City, Ill.
Niemeyer, Chas. L....Schultz & Niemeyer	Com. Co.....		Levee and Madison sta.
Nobbe, Chas. H.....	Nobbe Bros.,	Grain.....	Farmersville, Ill.
Nobbe, Fred.....	Geo. Henseler Oil Co.		8 S. Main st.
Noble, John W.....		Lawyer.....	614 Rialto Building.
Noel, Henry M..Noel-Young Bond & Stock	Co., Banker.....		304 N. Fourth st.
Nolan, W. T.....	C. P. Burr & Co.,	Commission.....	324 Rialto Building.
Nolker, W. F.....	St. Louis Brewing Assn.		Wainwright Bldg.

Name.	Firm.	Business.	Location.
Norris, Anthony H....	Miss. Valley Elev. & Grain Co.....		Foot Madison st.
Noyes, David A.....	Finley, Barrell & Co.,	Commission	Chicago, Ill.
Noyes, Wm. A		Insurance.....	946 Century Bldg.
Noyes, Wm. Hamilton...	Hulburd, Warren & Chandler,	Commission....	212 LaSalle st., Chicago.
Nugent, Daniel C....	B. Nugent & Bro. Dry Goods Co....	Bdwy & Washington av.	
Nurre, Frank.....		Feed.....	1706 Cass ave.

Obert, Louis.....	Louis Obert Brewery,	Brewers	2700 S. Twelfth st.
Obert, Louis, Jr.....	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
Ocker, Henry W		Insurance.....	1309A S. Fourteenth st.
O'Connell, Denis B.....	T. E. Price & Co.,	Commission.....	111 Cham. Com.
O'Donnell, Hugh.....	Napoleon Hill Cotton	Co.,... ..	116 S. Main st.
O'Donnell, John....	Jno. O'Donnell & Bro.,	Contractors	1912 Carr st.
O'Donnell, Patr'k....	Jno. O'Donnell & Bro.,	Contractors.....	5015 Raymond Place.
O'Fallon, E. P.....	Con. C. Curran Prtg. Co.		Third and Locust sts.
Oechsner, Frank J.....		Commission.....	1014 N. Third st.
Oehler, Emil.....	Hydraul. Press Brick Co.,	Gen. Mgr.....	Mo. Trust Building.
Oetgen, Fred.....		Drayage.....	1456 Chambers st.
O'Neil, Joseph M.....	A. O. Slaughter	Jr. & Co.....	209 Cham. of Com.
O'Reilly, Robert J		Physician.. ..	602 N. 17th st.
O'Rourke, Jno. J.....	Milliken-Helm Com.	Co.....	322 Pine st.
Orr, Ed. S.....			324 Rialto Bldg.
Orthwein, W. J			52 Gay Bldg.
Orthwein, Chas. C.....		Grain.....	Kansas City, Mo.
Orthwein, Ralph H.....			58 Gay Bldg.
Orthwein, W. D.....	W. D. Orthwein Grain	Co.....	808 Cham. of Com.
Orthwein, F. C.....	W. D. Orthwein Grain	Co.....	808 Cham. of Com.
Orthwein, Edgar T.....			Alton, Ill.
Orthwein, Max R.....	Sempire Clock Co.,		Seventh and Hickory sts.
Orthwein, W. E.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Orvis, Frank E		Broker....	420 Bank Commerce Bldg.
Orvis, Otto A.....	The Orvis Grain Co.,		520 Cham. of Com.
Ostermayer, Philip			4419 Washington ave.
Ostermayer, Geo.....			8024 N. Broadway.
O'Toole, Wm.....	John Mullally Com. Co.,		405 Cham. of Com.
Overstolz, Herman.....		Foreign Banker	106 N. Broadway.
Owings, Zebulon P.....	O'Connor & Co.,	Market Reporter.....	216 Market st.

Pace, Robert F.....			Mt. Vernon, Ill.
Paddock, Gaius.....			Moro, Ills.
Panhorst, J. C.....			Staunton, Ill.
Papendick, Fredk. C.....	F. C. Papendick	& Co., Commission....	927 N. Third st.
Parkhurst, W. A. S....	The N. K. Fairbank	Co.....	1114 S. Third st.
Parrott, Gilbert E.....	Parrott, Day Co.,	Commission	320 Cham. Com.
Parrott, James D.....	Parrott, Day Co.,	Commission.....	320 Cham. Com.
Pasquier, A. G.....	Cunningham Bros.,	Insurance.....	Tenth and Locust sts.
Parsons, Charles.....		Deceased	
Paule, Edwin J....	D. Paule Mercantile Co.		7700 Ivory ave.
Paule, Herman		Feed.....	117 Blow st.
Peak, L. L.....	Shelton Mills		Chattanooga, Tenn.
Pearson, O. F.....	Valley Park Milling Co.		38 Windemere place.
Pease, Geo. A.....	Iowa Elevator Co.,		Minneapolis, Minn.
Pechmann, Julius....	Pechmann Bros. Catering Co.,	Confectioners..	4291 Olive st.
Peck, Edward P.....	Omaha Elevator Co.		228 Bee Bldg., Omaha, Neb.

Name.	Firm.	Business.	Location.
Peck, Stephen.....	Stephen Peck & Bro.	.....	604 Commercial Bldg.
Peckham, O. H.....	National Candy Co.	.....	305 Granite Bldg.
Pendleton, R. J.....	McReynolds & Co.,	Elevator.....	314 Cham. of Com.
Pendleton, Jerome B.....	Bartlett Com. Co.	.....	505 Cham. Com
Penny, Joseph L.....	Terminal R. R. Assn.,	Traffic Mngr.....	120 Rialto Bldg.
Peper, F. C.....	Christian Peper	Tobacco Co.....	721 N. First st.
Peters, F. W.....	Peters Dry Goods Co.	.....	2604 N. Fourteenth st.
Petersen, Julius.....	Jul. Petersen Com. Co.	.....	709 Carroll st.
Petersen, Julius, Jr....	Julius Petersen Com. Co.	.....	709 Carroll st.
Petri, T. F.....	Thos. Akin,	Com.....	320 Bank Commerce Bldg.
Petri, Arthur C.....	.....	.....	211 Cham. of Com.
Petring, Geo. H.....	Henry Petring Groc. Co.,	Wholesale Grocers.....	721 Spruce st.
Pettit, James.....	Peavey Grain Co.	.....	79 Board of Trade, Chicago.
Pfeffer, E. S.....	Pfeffer Milling Co.	.....	Lebanon, Ill.
Phillips, R. F.....	R. F. Phillips & Co.,	Cotton Brokers.....	105 Walnut st.
Picher, O. H.....	Picher Lead Co.	.....	Joplin, Mo.
Picher, W. H.....	Picher Lead Co.	.....	Joplin, Mo.
Picker, Erich.....	Picker & Beardsley,	Commission.....	118 N. Main st.
Pickel, W.....	Pickel Marble & Granite Co.	.....	1901 N. Broadway.
Pierce, H. C.....	.....	.....	25 Broad st., N. Y.
Pingree, Samuel S.....	F. C. Taylor & Co.,	Commission.....	Main & Walnut sta.
Pittman, Trabue.....	.....	.....	4160 Lindell ave.
Plant, Alfred.....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.
Plant, F. S.....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.
Plant, George H.....	Geo. P. Plant Mill. Co.,	President.....	502 Chamber of Com.
Plant, Samuel.....	Geo. P. Plant Mill Co.	.....	502 Chamber of Commerce.
Platt, Henry S. Jr.....	Platt & Thornburg	Paint Co.....	620 Franklin ave.
Platt, P. C.....	Platt & Thornburgh Paint	Co.....	Seventh and Franklin ave.
Poland, A. A.....	Ontario Despatch.	Agent.....	100 1/2 N. Fourth st.
Pollock, W. W.....	Wm. Pollock Milling & Elevator Co.	.....	Mexico, Mo.
Pomeroy, E. A.....	.....	.....	4519 1/2 W. Belle pl.
Pommer, Robert.....	D. I. Bushnell & Co.,	.....	109 N. Second st.
Pope, Edmund O.....	Lincoln Mercantile Co.	.....	312 N. Eighth st.
Pope, Wm. S.....	.....	Lawyer.....	4471 Laclède ave.
Pope, John J.....	Siemers & Chisholm,	.....	300 Chamber of Commerce.
Pope, J. William.....	Coffee, Tea and	Spice Importer.....	206 N. Second st.
Porteous, W. M.....	Can. Pac. Despatch,	Agent.....	125 Chamber of Commerce.
Porter, John C.....	.....	.....	25 Laclède Building.
Post, Lewis W.....	Blackmer & Post Sewer	Pipe Co.....	618 Wainwright Bldg.
Postel, Julius.....	Postel Milling Co.,	.....	Mascoutah, Ill.
Postel, George.....	P. H. Postel Mill. Co.,	.....	Mascoutah, Ill.
Potter, Henry S.....	St. Louis Steel Barge Co.,	.....	710 Rialto Bldg.
Powell, George F.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Powell, Willis J.....	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc.....	325 N. 2nd st.
Powell, Willis J., Jr.....	.....	.....	8108 Morgan st.
Powell, W. W.....	Cleveland Gr. Co.,	.....	66 Gay Bldg.
Powers, Wm. F.....	Geo. P. Plant Mill Co.,	.....	Main st. and Chouteau ave.
Prante, C. F.....	Prante & Meyer,	Hay and Grain.....	214 Lesperence st.
Price, E.....	.....	Farmer.....	Versailles, Mo.
Price, J. Boyle.....	United Railways Co. of	St. Louis.....	3869 Park ave.
Price, Thos, E.....	T. E. Price & Co.,	Commission.....	111 N. Third st.
Price, Burtis.....	Price Commission Co.	Commission.....	200 N. Third st.
Price, Wm. M.....	.....	Broker.....	111 N. Fourth st.
Pringle, Robert.....	Pringle, Fitch & Rankin	Commission.....	1 Bd. of Trade, Chicago.
Priwer, Leon.....	Hay and Grain	.....	1501 Missouri ave., E. St. Louis.
Prough, Peter.....	D. Prough & Son,	Feed.....	Kirkwood, Mo.
Prunty Chas. E.....	.....	Grain and Grass Seed.....	9 S. Main st.
Puff, Fred.....	Brosseau & Co.,	.....	105 N. Third st.
Purcell, Henry Harrison.....	Am. Ref. Transit	Co.....	406 Century Bldg.
Putnam, Lyman W.....	Wiggins Ferry Co.	.....	Security Bldg.

Name.	Firm.	Business.	Location.
Quesnel, Chas. J	Chris. Sharp Com. Co.,	.....	202 N. Main st.
Quereau, F. D.	Fairbanks, Morse & Co.,	Scales.....	Eighth st. and Clark ave.
Quinlivan, Jno. R.	Jas. F. Quinlivan & Bro.	.....	800 S. Theresa ave.
Quinette, Oliver.....	Sam'l Cupples	Woodenware Co.....	7th & Spruce sts.
Rae, Wm. J.	Jno. E. Hall Com. Co.	.....	418 Chamber of Commerce.
Railsbach, G. J.	Railsbach & Bro.,	Grain.....	Ashland, Neb.
Ramsay, W. A.	Independent Stock Yds.,	Secretary...	Hall st. and Bremen ave.
Randall, Blanchard.....	Gill & Fisher,	Grain,	301 N. Charles st., Baltimore, Md.
Ranken, Robert.....	.....	.....	1516 Locust st.
Rassieur, Leo	Rassieur, Schurmacher &	Rassieur, Attorney.....	406 Market st.
Rauh, Chas. H.	Rice, Stix & Co.,	Dry Goods..	10th st. & Washington av.
Rawdon, Chas.	W. D. Orthwein Grain Co.	.....	303 Cham. Com.
Rawlings, E. W.	Alzheimer & Rawlings,	Bonds and Stocks . .	207 N. Broadway
Reardon, James A. . . . .	.....	.....	.....
Reber, H. Linton	Kinloch Telephone Co.,	Secretary.....	Century Bldg.
Rebstock, Charles... .	Chas. Rebstock & Co.,	Wholesale Liquors.....	200 S. Main st.
Recker, Henry L. . . . .	.....	.....	3828 California ave.
Redemeyer, W. H. Jr. . . . .	.....	.....	.....
Rehbein, Albert A. . . .	H. A. Rehbein & Co.,	Commission.....	105 N. Main st.
Reichert, W. J.	Reichert Milling Co.	.....	Freeburg, Ill.
Reller, August F.	A. F. Reller & Son,	Groceries and Feed..	3259 N. Broadw'y
ReQua, Chas. H.	ReQua Bros.,	Grain.....	85 Bd. of Trade. Chicago.
Reynolds, Alfred C. . . . .	.....	R. R. Supplies.....	510 Houser Bldg.
Rice, E. P.	Andrews, Rice & Co.,	Real Estate	919 Chestnut st.
Richardson, Arthur P. . .	Richardson Grain	Co.....	65 Gay Building.
Richardson, R. D. . . . .	.....	.....	61 Bd. of Trade, Chicago.
Richmond, Manley G. . . .	Shaw & Richmond	Produce Co.....	829 N. Third st.
Riederer, John, Jr. . . .	Slater Mill & Elevator	Co.....	Slater, Mo.
Ring, John . . . . .	.....	Provision Broker...	106 Gay Building.
Rippe, Charles... .	Chas. Rippe Tent & Duck	Co.....	19 S. Fourth st.
Rippin, Chas.	Seaboard Air Line Ry.,	Com'l Agent.....	194 Laclede Bldg.
Robbins, James Monroe . . . .	.....	Farmer.....	Marston, Mo.
Robinson, A. C.	Allen-Baker Com. Co.	.....	57 Gay Bldg.
Robinson, Francis Lee . . . .	.....	.....	Eminence, Ky.
Robinson, Geo.	Eggers Milling Co.	.....	Eighth st. and Clark ave.
Robinson, Geo. R., Jr. . .	Ralston Purina Co.,	Milling.....	8th and Gratiot sts.
Robyn, Paul.	Roeslein & Robyn,	Insurance.....	801 Century Bldg.
Rodgers, John L.	McReynolds & Co.,	Grain.....	814 Cham. Com.
Roeder, Fred'k J. . . . .	.....	Commission	1016 N. Third st.
Roeder, Charles.....	Chas. Roeder & Co.,	Butter and Cheese....	821 N. Third st.
Roederer, E. L.	C., C., C. & St. L. Ry.,	Gen'l Agent.....	414 Rialto Bldg.
Roemheld, Wm. . . . .	.....	.....	1181 Morrison ave.
Roennigke, Fred.....	Thyson Commission	Co.....	105 Chamber of Commerce.
Roever, John C.	Jno. C. Roever & Co.,	Feed.....	4101 Natural Bridge Road.
Roever, J. H.	J. C. Roever & Co.,	Hay & Grain..	4101 Natural Bridge rd.
Rogers, Albert Jackson... .	Rogers Elevator	Co.....	Foot of Bremen ave.
Rooke, Wm. A.	Logan & Bryan,	Broker...210	Chamber of Commerce.
Roos, Sol.	American Metal Co., Limited.	.....	318 Security Building.
Roos, Louis W.	Great Western	Feed Co.....	818 Manchester ave.
Rosenberg, G. . . . .	.....	.....	815 Olive st.
Rotty, E. J.	E. J. Rotty & Co.,	Feed.....	Seventh st. and Russell ave.
Rowe, B. J.	Illinois Central R. R.,	Commercial Agt....	308 N. Broadway.
Rowell, Clinton . . . . .	.....	Lawyer	814 Rialto Building.
Rowland, E. S.	E. S. Rowland & Co.,	Insurance.....	149 Laclede Bldg.
Rubins, Charles Curtis.....	Rubins Bros.	Com.....	Produce Ex., New York
Rump, Aug.	Merchants' Exchange	Flour Inspector.....	4 N. Second st.
Rump, Herman A. Von... .	Parrott-Day Co.	.....	320 Cham. Com.
Rumsey, Israel P.	Rumsey & Co.,	Com.....	97 Bd. of Trade Chicago.

Name.	Firm.	Business.	Location.
Rumsey, Moses.....	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Runyan, Van L.....	Fourth National Bank,	Asst. Cashier.....	222 N. Fourth st.
Ruprecht, Jos.....	Ruprecht & Borgmeyer,	Exp. and Mess.....	218 Morgan st.
Ruprecht, W.....	W. & F. Ruprecht,	Gen'l Contractors	6781 S. Broadway
Ruxton, Robert.....	Ruxton & Co.,	Grain.....	Miami, Mo.
Ryan, Frank K.....		Lawyer.....	506 Olive st.
Ryan, M. J.....			419 Commercial Bldg.
Ryan, Thomas A.....	Sherry-Bacon Grain Co.		218 Cham. Com.
Ryan, Wm. F.....			111 Chamber of Commerce.
Ryan, Wm. H.....	Gallaher, Limited,	Leaf Tobacco.....	Henderson, Ky.
Ryrie, J. M.....			Alton, Ill.
Saeger, Wm.....	Palm St. Elev. & Feed W. H. Co.,	Feed Store.....	2919 N. Broadway.
Sale, S. B.....			Columbia Theater Bldg.
Samuel, Aderton.....	W. D. Orthwein Grain Co.		808 Cham. of Com.
Samuel, Ed. M.....	Adams & Samuel,	Com.....	109 Rialto Bldg., Chicago.
Samuel, Wm. P.....		Ass't City Treasurer.....	City Hall.
Sander, Enno.....	Enno Sander Mineral	Water Co.....	2801 Lawton ave.
Sander, Albert E.....		Grocer and Feed.....	3772 S. Broadway.
Sands, James T.....			510 Pine st.
Sanford, J. W.....		Broker.....	Cham. of Com.
Sartorius, Henry.....	Sartorius Prov. Co.		2784 Arsenal st.
Sauer, Nicholas.....	Sauer Milling Co.		Evansville, Ill.
Sauer, Philip E.....	Sauer Milling Co.		Evansville, Ill.
Saunders, Lancelot.....	P. Saunders,	Broker.....	204 N. Third st.
Saunders, Parker.....		Broker.....	Gay Building.
Sayers, Geo. N.....		Broker.....	116 N. Fourth st.
Sayers, Henry.....	Henry Sayers & Co.		305 Cham. Com.
Saylor, H. N.....	H. N. Saylor Cooperage Co.,	Staves and Heading.....	107 S. 16th st.
Schaaf, Edward.....	St. Marys Mill Co.		St. Marys, Mo.
Schaeffer, Geo.....	Schaeffer Bros. & Powell Mfg. Co.,	Soap & Candles.....	325 N. 2nd st.
Schaeffer, Jacob.....	Schaeffer Bros. & Powell Mfg. Co.,	Soap & Candles.....	325 N. 2nd st.
Scharff, Adolph.....	L. & A. Scharff,	Liquors.....	Fourth and Elm sta.
Scharff, Edward E.....	Nicholas Scharff &	Sons Grocer Co.....	704 N. Second st.
Scharff, L.....	L. & A. Scharff,	Liquor.....	Fourth and Elm sta.
Scharff, Nicholas.....	Nicholas Scharff &	Sons Grocer Co.....	704 N. Second st.
Scharff, Sidney N.....	Nicholas Scharff &	Sons Grocer Co.....	704 N. Second st.
Scharringhausen, W. C.....	Fred. Diekmann	Feed Co., Feed.....	2818 S. Broadway.
Schawacker, C.....		Livery.....	414 S. Third st.
Scheitlin, Chas.....	Scheitlin & Hoffman,		820 N. Third st.
Schenkel, Henry.....	John G. Haas Soap Co.,	Soap Manufactory,	5020 Benedict ave.
Schlaflly, F.....	Aviston Milling Co.		Carlyle, Ill.
Schlocke, Henry F.....		Groceries and Feed.....	3903 Easton ave.
Schlueter, Fritz.....		Teamster.....	816 Montgomery st.
Schmidt, O. M.....			
Schmidt, E. H.....			1211 Morrison ave.
Schmitt, Henry.....	National Fire Ins. Co.		301 Granite Bldg.
Schnell, J. R.....			Harrisonville, Mo.
Schoen, Isaac A.....			119 N. Main st.
Schoenhard, Louis P.....	Charter Oak Stove	& Range Co.,.....	1440 N. Main st.
Schoening, Edw. F.....	Columbia Star Milling	Co.....	Columbia, Ill.
Schollmeyer, Christian.....	Hassendeubel Bro.,	& Co., Commission...	2nd & Chestnut.
Schopp, Jacob.....		Real Estate.....	721 N. Third st.
Schopp, Conrad.....	Conrad Schopp Fruit Co.		Third and Wash st.
Schoppe, Henry C.....	H. C. Schoppe & Son,	Commission.....	118 Vine st.
Schreiner, Chas. A.....	Schreiner Grain Co.		118 N. Fourth st.
Schreiner, Francis L.....	Schreiner Grain Co.		118 N. Fourth st.
Schreiner, Jacob.....	Schreiner Grain Co.,	Commission.....	118 N. Fourth st.
Schulte, Henry E.....	G. J. Schulte & Co.,	Commission.....	506 Cham. of Com.
Schulte, John J.....	Geo. J. Schulte & Co.,	Commission.....	506 Cham. of Com.

Name.	Firm.	Business.	Location.
Schultz, Henry	Schultz & Niemeyer Com.	Co.	Levee and Madison sts.
Schultz, Chas. O.			52 Gay Bldg.
Schultz, John	Schultz, Baujan & Co.,	Millers	Beardstown, Ill.
Schultz, Louis F.	Schultz & Niemeyer Com.	Co.	Levee and Madison st.
Schulz, Henry	Schulz Bros.,	Hay and Grain	Webster Groves, Mo.
Schulz, John, Jr.	Schulz Bros.,	Feed	6535 Manchester ave.
Schulz, Otto J.	Zelle Bros. P. & C. Co.,		702 N. Third st.
Schurmann, Henry	Hanover-Star	Milling Co	Germantown, Ill.
Schwaebe, E. F. W.	W. J. Lemp Brewing	Co.	18th and Cherokee st.
Schweickardt, Chas.	Chas. Schweickhardt	& Co., Caterers	1901 Market st.
Schwidde Henry		Feed	2515 N. Fourteenth st.
Scott, Fred. W.	Scott, Monahan & Co.,	Brokers	259 LaSalle st., Chicago.
Scott, George C.	Chas. G. Gates & Co.,	Brokers	120 N. Fourth st.
Scott, Robt. E.		Broker	119 N. Seventh st.
Scott, W. S.	Mo. and Ill. Coal Co.		805 Mermod-Jaccard Bldg.
Scotten, Samuel C.	Harris-Scotten Co.,	Com.	85 Bd. of Trade, Chicago
Scruggs, C. O.			3617 Olive st.
Soudder, Charles			3524 Washington ave.
Soudder, John A.			604 Security Building.
Soullin, John			818 Security Building.
Sears, W. H.	Nathan Cole Inv. Co.,	Sec'y	69 Gay Bldg.
Sears, Gilbert	Advance Elevator,	Superintendent	400 Cham. of Com.
Seaver, James E.	Midland Elevator Co.		Kansas City, Mo.
Sebastian, Henry W.	Miss. Val. Elev. &	Grain Co.	Gay Bldg.
Seele, F. W.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Seele, W. C.	P. P. Williams	Grain Co.	408 Cham. of Com.
Sehlinger, Anton	Sehlinger Grain Co.,		Belleville, Ill.
Selpp, Philip	A. O. Slaughter, Jr. & Co.,	Brokers	139 Monroe st., Chicago.
Sellner, A. C.	Steinwender & Sellner,	Liquors	117 S. Broadway.
Senter, Charles Parsons	Senter Com.	Co.	25 S. Third st.
Sessinghaus, T. W.	Union Refrigerator	Transit Co.	453 Century Bldg.
Sessinghaus, Wm.			2924 St. Vincent ave.
Sexton, Henry D.	Southern Illinois Nat'l	Bank, President	East St. Louis, Ills.
Seybt, Charles H.	Highland Milling Co.,		121 Laclède Bldg.
Shapleigh, A. L.	Norvell-Shapleigh Hardware Co.		4th & Washington ave.
Sharp, James		Provision	4573 Page ave.
Shaw, James W.		Real Estate	Olivia Bldg.
Shea, Thos. F.	Atlantic Coast Line R. R.		206 Houser Bldg.
Sherwood, Adiel		Attorney	Laclède Bldg.
Shields, George H.	Barclay, Shields &	Fauntleroy, Lawyer	520 Olive st.
Shirmer, Philip F.			3855 Delmar ave.
Shofner, Jno. C.	Neil & Shofner	Grain Co.	Nashville, Tenn.
Sickel, John T.	Sickel, Roberts & Co.,	Com'n.	4 Bd. of Trade, Chicago, Ill.
Siemers, Geo. F.	Siemers & Chisholm,	Commission	300 Cham. of Com.
Sieving, C. H.			3611 Ohio ave.
Simon, Chas. G.	Great Western Feed Co.		818 Manchester ave.
Simmons, E. C.	Simmons Hardware Co.,		Ninth and Spruce sts.
Simmons, T. C.	Terminal R. R. Co.,	Contracting Agt.	120 Rialto Bldg.
Sinclair, Ed. W.		Broker	108 1/4 N. Eighth st.
Singer, Richard	Kohn & Co.,	Brokers	Security Building.
Skidmore, T. J.	Erie Despatch,	Agt.	102 N. Fourth st.
Skrainka, Fred			806 Security Bldg.
Slack, B. L.	Waggoner Grain Co.,	Treasurer	208 Cham. Com.
Slade, Chas.		Real Estate	Brunswick, Mo.
Slaughter, John B.		Insurance	756 Century Bldg.
Sloan, William P.			121 Cham. Com.
Smith, A. J.		Bookkeeper	411 Cham. Com.
Smith, C. A.	Cochrane Grain Co.		108 Gay Bldg.
Smith, Chas. Hamlin	Ry. Mail Service,		4544 Morgan st.
Smith, S. Jenks		Broker	Cham. of Com.
Smith, John Van	Merchants' Dispatch	Trans. Co., Agent	2 Laclède Bldg.
Smith, F. W.	F. W. Smith Grain Co.,		411 Cham. of Com.
Smith, J. Allen	J. Allen Smith & Co.,	Millers	Knoxville, Tenn.
Smith, Wm. J.	Geo. P. Plant Milling Co.,	Millers	502 Cham. of Com.
Smith, Chas. H.	C. H. Smith Tie & Timber	Co.	420 Commercial Bldg.

Name.	Firm.	Business.	Location.
Smith, Breedlove			The Benton, 819 Pine st.
Smith, C. B	R. G. Dun & Co.,	Mercantile Agency....	Cham. of Com.
Smith, James A. Jr		Coal & Feed....	Grand & Easton aves.
Smith, C. W.	Smith, Vincent & Co.,	Commission.....	72 Gay Building.
Smith, Robt. E.	D. E. Smith & Co.,	Commission.....	114 N. Fourth st.
Smith, Wm. E.	Plant Seed Co.		814 N. Fourth st.
Smithers, John A.	Smithers & Co.,	Undertakers.....	1415 Olive st.
Smithers, M. L.	Smithers & White,	Hay and Grain.....	3015 Olive st.
Snodgrass, John T.	Snodgrass & Co.,	Grain.....	Kansas City, Mo.
Snow, Lewis E.	DeLafield & Snow,	Insurance.....	850 Century Bldg.
Snow, W. E.	The N. K. Fairbank Co.,		Third and Convent sta.
Sparks, H. J.	Gus V. Brecht B. S. Co.,		Twelfth st. and Cass ave.
Sparks, Hosea B.	Sparks Milling Co.		Alton, Ill.
Sparks, Charles F.	Sparks Milling Co.		Alton, Ill.
Sparling, R. J.	Burlington Elevator Co.		515 Cham. Com.
Spelbrink, Louis		Livery Stable.....	1821 Franklin ave.
Spencer, Corwin H.	C. H. Spencer & Co.,	Com.....	401 Bank of Commerce Bldg.
Spencer, Harlow B.	C. H. Spencer & Co.,	Com.....	401 Bank of Commerce Bldg.
Spieler, George		Malster.....	1542 S. Seventh st.
Sprague, R. C.			204 S. Eighth st.
Stahl, F.		Teamster.....	2414 Menard st.
Stanard, E. O.	Stanard-Tilton Milling Co.,	President.....	420 Cham. of Com.
Stanard, W. K.	Stanard-Tilton Milling Co.,	Vice-President....	420 Cham. of Com.
Stanley, Henry	H. Stanley Mill Furn. Co.,	Mill Furnishings.....	917 N. 2nd st.
Stanton, Chas. W.	American Supply Co.		15 S. Commerce st., Mobile, Ala.
Steele, Joseph W.	Jos. W. Steele & Co.,	Printers.....	18 N. Third dst.
Stegall, J. N.	Allen West Com. Co.,	Commission.....	104 S. Main st.
Steigers, D. H.	St. Louis Hide and	Tallow Co.....	5145 N. Second st.
Steinmesch, Henry	Stemesch F. & P. S. Co.		309 Market st.
Steinwender, Herman A.	H. A. Steinwender & Co.		618 N. Seventh st.
Steinwender, G. A.	Steinwender & Sellner.	Whiskies.....	117 S. Broadway.
Stephens, Jefferson		Grain.....	Hotel St. Louis.
Stephens, Philip A.	Sherry-Bacon Grain Co.		213 Cham. of Com.
Stevener, John			1927 Madison st.
Stevenson, Robt. L.		Grain.....	520 Cham. Com.
Stewart, A. W.	A. W. Stewart & Co.,	Commission.....	1900 N. Main st.
Stewart, A. C.	Stewart, Elliott & Williams,	Lawyers.....	Security Bldg.
Stewart, Frantz E.	Mechanics'-American Natl. Bank...		Broadway and Locust st.
Stifel, H. C.	Alzheimer & Rawlings	Investment Co.....	207 N. Broadway
Stifel, Otto Fred'k.	Union Brewing Co.,	Brewing.....	3146 Gravois ave.
Stifel, Oscar			916 Chouteau ave.
Stimson, Fred. M.			Rolla, Mo.
Stock, Philip	St. Louis Brewing Assn.,	Secretary.....	702 Wainwright Bldg.
Stockton, F. W.	Traders' Despatch,		505 Houser Building.
Stoewener, F. F.			710 Julia st.
Stone, Leander	Crystal Laundry Co.		984 W. Walnut st., Louisville, Ky.
Stott, David	David Stott	Flour Mill.....	Detroit, Mich.
Stover, W. D.	Star Union Line,	Freight Agent	Seventh and Olive.
Strain, Arthur R.	Robt. B. Brown Oil Co.,	Oil Manuf'rs.....	Rialto Building.
Stratton, Wm.	Hunter Bros.,		60 Gay Bldg.
Strauss, J. C.		Photographer.....	3514 Franklin ave.
Stream, John J.	Counselman & Stream.		240 LaSalle st., Chicago.
Strifler, Chester E.		Lumber..	Main and North Market sta.
Stroud, H. L.		Merchant.....	5216 Vernon ave.
Stuede, Wm.			Baltimore, Md.
Stuever, Anton C.	Home Brewing Co.		Miami and Salena sta.
Sturtevant, Henry D.	Shearson-Hamill & Co.		240 LaSalle st., Chicago.
Sudborough, J. A.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Sullivan, F. R.	North Shore Despatch,	Agent.....	405 Carleton Bldg.
Sullivan, John F.	United Elev. & Grain Co.,	Superintendent.....	516 Cham. Com.
Sullivan, Patrick			809 S. Sixth st.
Summa, Emil	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses	M. Summerfield & Co.,	Hides and Wool.....	214 N. Main st.
Sutherland, G. G.		Broker.....	300 Railway Ex.

Name.	Firm.	Business.	Location.
Sutherland, William H.	Cairo Milling Co.		Cairo, Ill.
Suttle, O. A.			2631 Allen ave.
Swaney, John Bell	Waggoner Grain Co.		206 Cham. of Com.
Swift, W. H.	Fruin, Bambrick Con. Co.,	Contractors	721 Olive st.
Sykes, G. A.	St. Louis Commission Co.,		208 N. Main st.
Taaffe, B. P.	Justice of the Peace,		4109 Manchester ave.
Tansey, Geo. J.	St. Louis Transfer Co.,	President	400 S. Broadway.
Taussig, John J.	J. & J. Taussig,	Brokers	627 Security Bldg.
Taussig, Jos. S.	J. & J. Taussig,	Brokers	627 Security Bldg.
Taylor, James L.	Kehlor Flour Mills Co.		401 Cham. Com.
Taylor, T. Carroll	Schreiner Grain Co.		116 N. Fourth st.
Taylor, Wm. H.		Insurance	Odd Fellows' Bldg.
Taylor, Phil. C.			509 Roe Bldg.
Taylor, E. M.		Commission	509 Cham. of Com.
Taylor, C. H.	F. W. Brookman Com. Co.		815 N. Fourth st.
Taylor, J. B.	P. C. Taylor & Son,	Commission	509 Roe Bldg.
Teasdale, Thos. B.	J. H. Teasdale Com. Co.		103 N. Third st.
Teasdale, J. Waller	J. H. Teasdale Com. Co.		103 N. Third st.
Teasdale, J. W.	J. W. Teasdale & Co.,	Dried Fruits & Com.	806 Spruce st.
Teasdale, A. S.	R. E. Funsten D. F. & Nut Co.		800 N. Commercial st.
Teasdale, C. H.	J. H. Teasdale Com. Co.		103 N. Third st.
Teasdale, Everett P.		Commission	825 N. Fourth st.
Teasdale, Geo. W.	J. W. Teasdale & Co.,	Dried Fruits	806 Spruce st.
Teasdale, J. W., Jr.	J. W. Teasdale & Co.,	Dried Fruit	806 Spruce st.
Teichmann, Wm. C.	Mallinckrodt Chem. Co.		Second and Mallinckrodt sts.
Teichmann, Chas. H.	Teichmann Com. Co.,	Commission	62 Gay Building.
Teichmann, Otto L.	Teichmann Com. Co.,	Commission	62 Gay Building.
Telthorst, Herman		Flour and Feed	7501 S. Broadway.
Temple, Harry	P. Peckham Liquor Co.,	Bookkeeper	413 Locust st.
Temple, Joseph	Adams Express Co.,	General Agent	407 N. Fourth st.
Templeman, W. J.	Templeman & Co.,	Produce	950 N. Third st.
TenBroek, Gerrit H.		Attorney	625 Locust st.
Tepe, Carl H. A.	Wm. Tepe Feed Co.,		2723 Laclede ave.
Tepe, William		Feed	2725 Laclede ave.
Terry, Albert T.	Albert T. Terry & Co.,	Real Estate	621 Chestnut st.
Tesson, George B.	Nanson Com. Co.		202 Chamber of Commerce.
Tevis, Hupp	Tevis Com. Co.		116 N. Main st.
Thacher, Arthur	Central Lead Co.,		510 Pine st.
Thompson, Wm. H.	Nat. Bank of Com.,	President	Broadway and Olive st.
Thompson, E. F.	G. A. Benton & Co.,	Grain	707 N. Third st.
Thompson, C. McClung	C. L. Thompson & Son,	Insurance	723 Century Bldg.
Thompson, Joseph B.			4225 McPherson ave.
Thomson, Wm. H.	Boatmen's Bank,	Cashier	Fourth and Washington av.
Thyson, John	Thyson Commission Co.		105 Chamber of Commerce.
Tice, Vilray C.	V. C. Tice & Co.,	Commission	Gay Bldg.
Tiedemann, Geo. W.	Chas. Tiedemann Milling Co.		O'Fallon, Ill.
Tilton, Edgar D.	Stanard-Tilton Milling Co.		420 Chamber of Commerce.
Timmerman, G. H.	St. L. Iron & Machine Works		Second and Chouteau ave.
Tinker, Z. W.	Columbia Brewing Co.		Twentieth and Madison sts.
Tinsley, Samuel G.	Tinsley Seed Co.		912 N. Broadway.
Tittmann, Harold H.	St. L. Cooperage Co.		Main and Arsenal sts.
Todd, Henry R.	Burlington Route,	Gen'l. Agent	203 Chemical Bldg.
Tontrup, Louis H.	Papin & Tontrup,	Real Estate	626 Chestnut st.
Townsend, F. C.	Townsend Com. Co.,		827 N. Third st.
Tower, George F., Jr.	Goodwin Mfg. Co.,	Candles and Soap	3332 Chouteau ave.
Tracy, John H.	David Nicholson,	Grocer	15 N. Sixth st.
Tracy, W. W.	Tracy & Co.,	Brokers	Fourth and Olive.
Traunmiller, Joseph	Excelsior Brew. Co.		5 S. Seventeenth st.
Trauernicht, F. C.	F. C. Trauernicht Com. Co.		826 N. Third st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Tumbach, C	McCullough & Tumbach,	Commission	112 N. Main st.
Tune, Lewis T.	The Bradstreet Co.		Security Building.
Tunstall, R. C.	St. Louis Hay Exch.,	Vice-Pres.	416 Cham. Com.
Tunstall, R. B.	St. Louis Hay Exch.,	Secretary	416 Cham. Com.
Turner, V. P.	Turner-Hudnut Co.,	Grain	101 S. Mary st., Pekin, Ill.
Tutt, Dent G.			823 Chestnut st.
Twamley, J. F.	J. F. Twamley Son & Co.,	Grain	Omaha, Neb.

Udell, C. E.	C. E. Udell & Co.,	Cheese	410 N. Second st.
Udike, N. B.	Udike Commission Co.,		Postal Telegraph Bldg., Chicago.

Vahlkamp, Henry	W. J. Lemp Brew. Co.,	Secretary	13th and Cherokee sta.
Valle, John F.	Desloge Con. Lead Co.,	Secretary	Fourth and Chestnut.
Valier, Charles	Valier & Spies Milling Co.,		40 Gay Bldg.
Valier, Louis A.	Valier & Spies Milling Co.		40 Gay Bldg.
Valier, Robt. C.	Valier & Spies Mlg. Co.,		40 Gay Bldg.
Van Arsdale, E. S.			Carrollton, Ill.
Van Blarcom, J. C.	Nat. Bank of Com.,	Vice-Prest.	Broadway and Olive st.
Vandell, A. M.		Grain	Holdredge, Neb.
Vankirk, Chas. B.		Com.	310 Royal Ins. Bldg., Chicago
Vendig, Sam.	M. Schwartz & Co.,	Feed	3542 Missouri ave.
Veninga, George A.	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.	Smith, Vincent & Co.,	Commission	72 Gay Building.
Vogeler, Julius		Grocer and Com.	14 N. Third st.
Vogel, Charles F.		Real Estate	624 Chestnut st.
Vogelsang, L. E.		Broker	2223 Dodier st.
Vogelsang, Henry			1 Windermere pl.
Von Wedelstaedt, R. Park		Lumber	St. Louis Club.
Voris, F. D.		Grain and Hay	Neoga, Ill.
Voris, George W.		Grain and Hay	Stewardson, Ill.

Waddock, Frank B.	O'Connor & Co.,	Market Reporter	216 Market st.
Waddock, Frank G.	O'Connor & Co.,	Market Reporter	216 Market st.
Wade, Festus J.	Mercantile Trust Co.		Eighth and Locust sta.
Waggoner, E. L.	Waggoner Gr. Co.,	Com.	206 Cham. of Com.
Wagner, Charles	Banner Rubber Co.		Baden.
Wagoner, Geo. C. R.	Wagoner Undertaking Co.		1127 Olive st.
Wagoner, Henry H.	Wagoner Undertaking Co.		1127 Olive st.
Wahl, John	John Wahl Com. Co.		414 Cham. Com.
Wahl, J. B.	John Wahl Com. Co.		414 Cham. Com.
Wahl, Edwin L.	John Wahl Com. Co.,	Commission	414 Cham. Com.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck Prov. Co.		Montrose ave. and LaSalle st.
Walker, G. H.	G. H. Walker & Co.,	Brokers	307 N. Fourth st.
Walker, R. F.		Attorney at Law	618 Rialto Bldg.
Walker, W. C.		Real Estate	605 Fullerton Bldg.
Wall, Nicholas R.	Wall & Whittemore,	Insurance	208 N. Fourth st.
Wallace, Fred. L.	F. L. Wallace & Co.		514 Cham. of Com.
Waller, Aaron	A. Waller & Co.,	Grain	Henderson, Ky.
Walsh, Julius S.	Miss. Valley Trust Co.,	President	201 N. Fourth st.
Walsh, Peter		Teamster	8129 N. Twelfth st.
Walsh, Edward, Jr.		Deceased	
Walsh, C. K. D.	Kehlor Flour Mills Co.,	Secretary	401 Chamber of Commerce.

Name.	Firm.	Business.	Location.
Waltke, Louis H.....	Wm. Waltke & Co.,	Soap.....	2nd and Grand ave.
Walton, E. S.....		Commission.....	105 Cham. of Com.
Wangler, Joseph F....	J. F. Wangler B. & S. W. Co.,	President....	1547 N. Ninth st.
Wangler, Joseph A....	J. F. Wangler B. & S. W. Co.,	Secretary....	1547 N. Ninth st.
Ware, J. H.....	Ware & Leland,	Commission..	205 Rialto Bld., Chicago
Warren, Thomas....	Warren Com. & Investment Co.....		200 N. Second st.
Warren, John A....	Jno. A. Warren and Co.		416 Cham. of Com.
Washburn, John....	Washburn, Crosby Co.,		Minneapolis, Minn.
Washer, S. R....	The S. R. Washer Grain Co.,		Atchison, Kas.
Wasserman, Bennett....	Wasserman Bro. & Co.,	Stocks and Bonds...	815 Olive st.
Wasson, H. D.....		Broker.....	53 Gay Bldg.
Waterworth, Jas. A....	St. Louis Insurance	Surveys, Pres't.....	816 Olive st.
Watson Henry P.....	Watson & Co.,	Broker.....	Minneapolis, Minn.
Watson, John H.....	C. H. Spencer & Son,	Com.....	Bank of Com. Bldg.
Watts, T. G.....	T. G. Watts & Son,	Real Estate.....	722 Chestnut st.
Weaver, Henry.....	Planters Hotel Co.,		Fourth and Pine sts.
Weber, Henry C.....			4472 Lindell ave.
Well, Jacob P.....	Bernard, Baer & Co.,	Produce & Prov....	1432 N. Broadway.
Weil, Henry G.....			38 New st., N. Y.
Weinberg, Louis.....	Funsten Bros. & Co.,	Commission..	Second and Elm.
Weissenborn, S. A.....	S. A. Weissenborn &	Son, Coal.....	313 Olive st.
Weldon, T. A.....	Goffe & Carkener Co.,	Commission.....	514 Cham. Com.
Wells, Rolla.....	Mayor,		City Hall.
Wendling, Geo.....	Wendling & Co.,	Hay and Grain.....	150 Miller st.
Wenneker, Chas. F.....	Wenneker-Morris	Candy Co.....	12 S. Third st.
Wenz, Charles A....	Bernet, Craft & Kauffman	Milling Co.....	Gay Bldg.
Wernse, H. H.....	Wernse & Dieckman,	Brokers.....	817 N. Fourth st.
Werth, John E.....	Werth's Insurance	Agency.....	815 Chestnut st.
Werth, G. L.....	Werth's Insurance	Agency.....	815 Chestnut st.
Wertheimer, J. J.....	Wertheimer-Swarts	Shoe Co....	10th and Washington ave.
West, Courtney H.....	Moffitt-West Drug	Co.....	Broadway and Clark ave.
West, Thomas H....	St. Louis-Union Trust Co.,	President....	Fourth and Locust sts.
Wetzel, Frederick L..	Columbia Biscuit Co.		Fourteenth and Papin st.
Whitaker, Edwards.....	Whitaker & Co.,	Brokers.....	800 N. Fourth st.
White, Chas. E.....	Fulton Bag & Burlap	Co.....	612 S. Seventh st.
White, Edward W....	Central of Ga. Ry. Co.,	G. W. A.....	504 Houser Bldg.
White, Fred. C.....	Smithers & White,	Hay and Grain..	8015 Olive st.
Whitehead, S. A.....	Nanson Commission	Co.....	202 Chamber of Commerce.
Whitehill, Thomas H....	Citizens' Ins. Co.,	Insurance.....	Century Building.
Whitelaw, Geo. P.....			1826 Chestnut st.
Whitelaw, Oscar L.....	Whitelaw Bros.,	Paints and Oils.....	409 N. Second st.
Whitelaw, Robt. H.....	Whitelaw Bros.,	Paints and Oils.....	409 N. Second st.
Whitelaw, Chas. W....	Polar Wave I. & F. Co.,		1826 Chestnut st.
Whitmore, Daniel R....	Merchants' Exch.,	Ass't Secretary....	Third and Pine sts.
Whitmore, H. R.....			4030 Lindell ave.
Whittemore, F. C.....	Wall & Whittemore,	Insurance.....	208 N. Fourth st.
Wickham, E. F.....		Coal.....	Commercial Bldg.
Wieder, Moses L....	M. L. Wieder White Lead	Co.....	808 N. Second st.
Wiedmer, W. H.....	Gratiot St. Warehouse	Co.....	214 Chamber of Commerce.
Wiedmer, Fred....	Gratiot Street Warehouse	Co.....	214 Chamber of Commerce.
Wiedmer, John.....	Gratiot St. Warehouse	Co.....	214 Chamber of Commerce.
Wiener, I. M.....			Wainwright Building.
Wiener, Adolph.....			Wainwright Building.
Wiley, Frank P.....	Wiley & Bischoff,	Hay and Grain....	421 S. Theresa ave.
Wilkinson, W. R....	W. R. Wilkinson & Son	Com. Co.....	212 N. Main st.
Williams, J. T.....	Williams & Clark,	Hardware, etc.....	Sullivan, Mo.
Williams, P. P....	P. P. Williams Grain Co.,	Commission.....	408 Cham. of Com.
Wilson, Chas. A.....	Barron & Wilson,	Grain Samplers.....	Equitable Bldg.
Wilson, Peter E.....	Wilson L. & L. Co.,	Lumber.....	Salisbury and Hall sts.
Wintermann, R.....	St. Louis Syrup &	Pres. Co.....	Collins & Dickson st.
Wirthlin, R. L.....		Deceased.....	
Wissmath, Chas., Jr....	C. Wissmath & Son	Pork Packing Co.....	1118 N. 12th st.
Wissmath, John.....	Chas. Wissmath & Son	Prov. Co.....	1118 N. Twelfth st.
Witte, Otto H.....	Witte Hardware Co.		705 N. Second st.
Witter, Ernest A.....	Chapin & Co.,	Mill Feed.....	119 N. Third st.

Name.	Firm.	Business.	Location.
Woelfle, Matt.....	Baur Flour Co.,	V. P	807 N. Second st.
Woerheide, A. A. B.	Missouri-Lincoln	Trust Co.....	Seventh and Olive sta.
Wolgast, Louis.....		Hay & Grain.....	2137 Gravois ave.
Wollbrinck, Henry....	St. Louis Union Pkg. Co.	.....	Second st. and Bremen av.
Wonderly, Peter.....		Deceased	
Woodlock, Frank D.....	Woodlock & Gessler,	Commission...	300 Cham. of Com.
Wood, F. C.....	A. N. Kellogg Newspaper	Co.....	224 Walnut st.
Wood, H.....	Union Dairy Co.,	Dairyman...	Jeff. & Washington aves.
Wood, Thos. W.....		Newspaper.....	Sixth and Pine sts.
Woods, W. K.....	Ralston Purina Co.,	.....	Eighth and Gratiot sta.
Woodson, Ashby.....	C. C. Orthwein	..408 Bd. of Trade,	Kansas City, Mo.
Woodward, W. H.....		Deceased	
Woodworth, E. S....	E. S. Woodworth & Co.,	Commission.....	Minneapolis, Minn.
Woolley, Edgar M.....	Conn. Mut. Life Ins. Co.	.....	310 Chemical Building.
Wrape, Henry....	American Carbon & Battery Co.	.....	509 Chestnut st.
Wright, C. L.....	J. L. Wright Grain Co.	.....	507 Cham. of Com.
Wright, Geo. M....	Wm. Barr Dry Goods Co.	.....	Sixth and Olive sts.
Wright, Joseph P....	Jas. A. Wright & Sons,	Carriage Manufrs....	19th & Wash'n.
Wright, J. L.....	J. L. Wright Grain Co.	.....	407 Cham. Com.
Wright, Wm. H.....	J. L. Wright Grain Co.	.....	407 Cham. Com.
Wrisberg, Wm. C.....		Mining.....	Room 304, 411 Olive st.
Wulze, Wm. H.....	Camp Spring Mill Co.,	Millers....	508 Chamber of Commerce.
Wunderlich, Chas., Jr....	Chas. Wunderlich	Cooperage Co.....	814 Monroe st.
Yorger, Wm.....		Grocer....	2800 Manchester ave.
Young, Albert B.....	Bemis Bros. Bag Co.	.....	Fourth and Poplar sta.
Young, D. W.....	D. W. Young H. & G. Co.	.....	507 Cham. of Com.
Young, Edw. H.....	W. H. Small & Co.	.....	Evansville, Ind.
Young, F. N.....		.....	4237 Page ave.
Yule, Bert D.....		.....
Zelle, F. E....	Zelle Bros. Prov. & Com. Co.,	Prov. and Com.....	702 N. Third st.
Zenk, Philip John.....	P. P. Williams Grain Co.	.....	408 Cham. Com.
Ziebold, Geo. W.....	Waterloo Milling Co.	.....	Waterloo, Illa.
Ziegenhein, Henry.....	Lafayette Bank,	President....	Broadway and Park av.
Zirnheld, Joseph.....	Zirnheld-Glosemeyer	Flour Co.....	219 Market st.
Zollmann, Geo. H..	Geo. H. Zollmann & Co.,	Produce.....	833 N. Third st.

INDEX.

Apples.....	269, 269	Flour and Wheat by crop years....	173
Agricultural Implements.....	71	Foreign Commerce.....	79, 127
Ale.....	269	Foreign Grain and Flour Trade....	133
Barley.....	173	Flour and Grain, total receipts and	
Bank Statement.....	50	shipments for 21 years.....	164, 165
Bran.....	176	Flour, Review.....	151
Bridge Traffic.....	108	" receipts by crop years.....	153
Beans.....	265	" monthly rec'ts and ship.....	155
Butter.....	263	" exports from the U. S. . . .	156
Building Statistics.....	98	" receipts at various cities... 156	
Bagging.....	269	" weekly prices.....	159
Board of Directors, Report of.....	9	" amount manufactured.....	153
" Resolutions . . .	24	" amount manufactured in	
Beer.....	165, 269	various cities.....	157
Breweries.....	45	" sources of supply and direc-	
Beef, Dressed.....	221	tion of shipments.....	155
Beef, Canned.....	222	" stocks in store.....	159
Boots and Shoes.....	67	" report of Flour Inspector... 157	
Barbed Wire.....	269	" foreign shipments.....	155
Bradstreet's.....	214		164
Boats and Barges.....	114		269
			79
Cheese.....	265		252
Coal and Coke.....	109, 112		269
Clearing-House Statement.....	50		49
Clay Products.....	48		185
Custom-House Transactions.....	109	as by river..	126
Corn.....	169	1 Vicksburg	
Corn Meal.....	175		126
Comparative Business.....	148	"ard.....	112
Crops 1905.....	205-211	to Liverpool	
Crop Wheat, Series of years.....	215	leans.....	186
Crop Reports for several years....	212	to Liverpool	
Crop of the World—Wheat.....	214, 217	via New York.....	186
Crops of the World—Corn.....	214, 219	" to Southern cities by rail. 112	
Crops of Missouri.....	201	Furniture.....	79
Crops, Average Condition.....	215	Perries.....	186
Cotton.....	187	Fruit Crops of Missouri.....	205
Committees for 1906.....	7	Fruits.....	267
Committees for 1905.....	4	Furs.....	244
Cattle.....	269	Foundries.....	45
Coffee.....	75		
Candles.....	269	Glass Ware.....	45
Cement.....	269	Groceries.....	72
Cordage and Rope.....	269	Grain Inspection.....	190-191
Castor Beans.....	265	" receipts and shipments for a	
Climate.....	94	series of years.....	185
Candles.....	269	" stocks in store at close of	
Cotton Seed Meal.....	269	each week.....	192-197
Chemicals.....	45	" monthly rec'ts and shipm'ts. 186	
Clothing.....	47	" Review.....	186
Cigars.....	269	" receipts by crop, years.....	173
Cars—Railroad and Street.....	44	" exports from U. S.....	184
Cotton Ties.....	269	" daily prices.....	177-188
Crockeryware.....	45	" visible supply.....	199
		" receipts at various cities....	200
Department of Weights.....	12	" Wheat.....	188
Dried Fruit.....	269	" Corn.....	169
Drugs.....	45	" Oats.....	170
Dry Goods.....	45	" Barley.....	172
		" Rye.....	171
Elevators, capacity and rates... 149-150		" stocks in public elevators... 198	
Eggs.....	264	" stocks in private elevators.. 198	
Electric Supplies.....	48	" stocks in farmers' hands.... 218	
Exports from U. S. by Classes.....	123	" receipts at 7 Atlantic ports.. 200	
Flour and Grain, total movement. 142		" highest and lowest futures... 189	
Flour and Grain, monthly receipts		" earliest crop receipts.....	174
and shipments.....	196	" Missouri Crops.....	261
Flour and Grain Exports.....	126, 178	" cash and future prices... 174, 189	

INDEX.

Hats and Caps	47
Hides.....	245
Hominy and Grits.....	175
Hogs.....	281
Hay.....	247
Horses and Mules.....	282
Hops.....	260
Hardware	45
Harvest time of the world.....	218
Import Duties on Wheat.....	212
Imports and exports of the United States, value.....	39
Internal Revenue, collections	108
Iron and Steel.....	280
Iron Ties.....	289
Inspectors, 1906.....	7
Inspectors, 1905.....	4
Latin-American Trade.....	79
Lead.....	241
Leather.....	280
Lemons.....	280
Live Stock	280
Live Stock, weekly prices.....	286
Lumber.....	76
Merchants' Exchange.....	87
Manufacturers.....	58
Manufacturing Industries.....	58
Molasses.....	75
Malt	280
Members of the Exchange, 1906. (Appendix.)	
Members of Exchange dec'd 1905...	298
Meteorological tables.....	94
Millstuffs.....	176
Municipal Affairs.....	85
Mining Industries of Missouri.....	89
Millinery	45
Nails.....	280
Naval Stores.....	240
New Industries.....	43-44
Officers of the Exchange since its organization	2
Officers of the Exchange for 1905..	3
Officers of the Exchange for 1906..	6
Onions	255
Oils	45
Oranges and Lemons.....	280
Ore, Iron.....	280
Ore, Zinc.....	280
Oat Meal.....	175
Oil Cake.....	260
Oats	170
Paints and Oils.....	45
Paper.....	47
Potatoes	255
Population of St. Louis.....	91
Provisions and Packing.....	220
Provisions, Exports from U. S.....	228
Provisions, Weekly Prices.....	229
Post-Office Statistics.....	102
Pig Iron.....	280
Peltries and Furs.....	244
Produce	257
Review.....	42
Receipts from January 1 to close of each week.....	144
Real Estate	63
Rye.....	171
Receipts, monthly totals	261

Rec's by each river and railroad....	271
Rainfall	98
Railway Supplies.....	45
Rye Flour.....	175
Real Estate and Personal Property	91
Rosin	240
Railroad Iron.....	280
Rail Transportation	105
Rice.....	75
River Statistics.....	114
River commerce of St. Louis.....	114
Accidents on Western Rivers....	123
Arrivals and departures of steamers	123
List of Steamers	114
Shipments by river.....	123
Gauge Readings.....	120
Depth of channel, southward....	118
Harbor and Wharf Commission-er's report.....	126
Closed by ice.....	119
Highest and lowest stages.....	120
Saddlery and Harness.....	48
Shoe Trade.....	67
Seeds.....	283
Salt.....	251
Sheep.....	281
Shipments, monthly, totals.....	288
Shipments by each R. R. & River...	290
Shipstuffs.....	176
Sugar.....	75
Staves.....	290
Soap	260
Shipments of leading articles to close of each week.....	147
Stock Exchange.....	82
Stock Yards	285
State Finances.....	68
St. Louis in 1905.....	41
St. Louis at the end of 1906,...	62
Spelter.....	241
Stoves.....	48
Tea	76
Transfer Statistics.....	106
Treasurer, report of	23
Tobacco.....	287
Tonnage, total by each river and road	110
Tar and Pitch.....	240
Turpentine	240
Tin	280
Transportation—Rail.....	105
Temperature	99
Tallow	280
Tax Levy	90
Trust Companies.....	58
Traffic Bureau, Report of.....	29
Trunks	47
Vehicles	71
Wheat Import Duties.....	212
Wheat	168
Wheat Receipts, July and August..	174
Wheat Receipts by crop years.....	174
Wheat, Monthly Prices.....	177
Wines and Liquors.....	280
Wool.....	244
White Lead.....	242
Wheat Crop of the World.....	217
Weather.....	91
Woodenware.....	46
Zinc and Spelter.....	241

ANNUAL STATEMENT
OF THE
Trade and Commerce
OF
SAINT LOUIS,
FOR THE YEAR 1906.

REPORTED TO THE
Merchants' Exchange of St. Louis,

BY
GEO. H. MORGAN, SECRETARY.



ST. LOUIS, MO.:
PRESS OF R. P. STUDLEY & CO..
1907

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.	
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.
1864	Thomas Richeson	Barton Able.	C. L. Tucker.
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichmann.
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.
1876	Nathan Cole.	John Wahl.	F. B. Davidson.
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Galennie.
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.
1887	Frank Galennie.	Louis Fusz.	Thomas Booth.
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.
1894	{ A. T. Harlow. Wm. G. Boyd.	{ Wm. G. Boyd. Geo. H. Small.	{ E. A. Pomeroy.
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.
1898	Chris. Sharp.	Henry H. Wernse,	Oscar L. Whitelaw.
1899	Wm. P. Kennett.	Oscar L. Whitelaw,	Daniel E. Smith.
1900	Oscar L. Whitelaw.	Wm. T. Haarstick.	Frank E. Kauffman,
1901	Wm. T. Haarstick.	Geo. J. Tansey.	T. R. Ballard.
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.
1903	T. R. Ballard.	Wm. A. Gardner.	Charles H. Huttig.
1904	H. H. Wernse.	Otto L. Teichmann.	M. G. Richmond.
1905	Otto L. Teichmann,	Manley G. Richmond,	John E. Geraghty.
1906	Manley G. Richmond.	William H. Danforth.	Edward Devoy.
1907	George H. Plant.	Edward Devoy,	Edward E. Scharff.

Secretary and Treasurer.

1862	- - - - -	Clinton B Fisk.
1863-64	- - - - -	J. H. Alexander.
1865-1907	- - - - -	Geo. H. Morgan.

PRESIDENTS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS.

HENRY J. MOORE, 1862.

GEORGE PARTRIDGE, 1863.

THOMAS RICHESON, 1864.

BARTON ABLE, 1865.

E. O. STANARD, 1866.

C. L. TUCKER, 1867.

JOHN J. ROE, 1868.

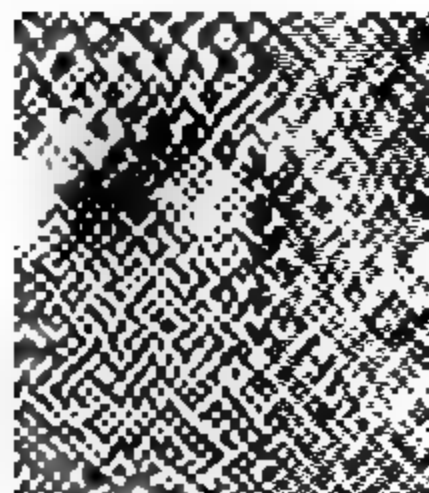
GEO. P. PLANT, 1869.

WM. J. LEWIN, 1870.

GERARD B. ALLEN, 1871.

R. P. TANSEY, 1872.

WM. H. SCUDDER, 1873.



PRESIDENTS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS.

WEB M. SAMUEL, 1874.

D. P. ROWLAND, 1875.

NATHAN COLE, 1876.

JOHN A. SCUDDER, 1877.

GEO. BAIN, 1878.

JOHN WAHL, 1879.

ALEX. H. SMITH, 1880.

MICHAEL McENNIS, 1881.

CHAS. E. SLATBACK, 1882.

J. C. EWALD, 1883.

D. R. FRANCIS, 1884.

HENRY C. HAANSTICK, 1885.

PRESIDENTS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS.

S. W. COBB, 1886.

FRANK GAIENNIE, 1887.

CHAR. F. ORTHWEIN, 1888.

CHAR. A. COX, 1889.

JOHN W. KAUFFMAN, 1890.

MARCUS BERNHEIMER, 1891.

IBAAC M. MASON, 1892.

W. T. ANDERSON, 1893.

A. T. HARLOW, 1894.

WM. G. BOYD, 1894.

THOS. BOOTH, 1895.

C. H. SPENCER, 1895.

PRESIDENTS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS.

H. F. LANGENBERG, 1897.

CHRIS. SHARP, 1898.

WM. P. KENNETT, 1899.

OSCAR L. WHITEHEAD, 1900.

WM. T. HAARSTICK, 1901.

GEO. J. TANNEY, 1902.

T. R. BALLARD, 1903.

H. H. WERNSE, 1904.

OTTO L. TEICHMANN, [1905.]

MANLEY G. RICHMOND, 1906

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1906.

PRESIDENT.

MANLEY G. RICHMOND.

FIRST VICE-PRESIDENT, WILLIAM H. DANFORTH.

SECOND VICE-PRESIDENT, EDWARD DEVOY.

DIRECTORS.

1906.

**MARSHALL HALL,
TURNER B. MORTON,
JOHN J. SCHULTE,
HARRY W. DAUB,
EDWARD E. SCHARFF,**

1906-1907.

**OTTO L. TEICHMANN,
CHRIS. BERNET,
E. LEROY WAGGONER,
JAMES S. McCLELLAN,
MANNING W. COCHRANE.**

GEO. H. MORGAN, SECRETARY AND TREASURER.

EUGENE SMITH, ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

**LUDWIG HESSE,
CARY H. BACON,
CHAS. WISSMATH, JR.,
EMIL SUMMA,
W. B. KEEBLE,
F. H. GIESELMAN,**

**CHAS. L. NIEMEYER,
HARRY G. BECK,
D. P. BYRNE,
F. W. SEELE,
MAXWELL KENNEDY,
JOSEPH F. LAMY.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**CLAUDE A. MORTON,
THOS. K. MARTIN,
GEO. A. VENINGA,
OMAR HOLLIDAY,
A. P. RICHARDSON,**

SECOND SIX MONTHS.

**GEO. C. MARTIN, JR.,
K. B. HANNIGAN,
RAY L. DEPEW,
F. D. FUSZ,
CHAS. A. WILSON.**

STATISTICIAN,

D. R. WHITMORE.

MARKET RECORDER,

FRANK T. MUDGE.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

ACCOUNTANT.

FRED. MEGLEMRY.

DOORKEEPER.

EDWARD LOESCH.

STENOGRAPHER.

O. A. WILSON.

MESSANGER.

WM. LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

**ALEX. H. SMITH,
ISAAC M. MASON,**

**S. W. COBB,
JOHN WAHL,**

**CHAS. A. COX,
OSCAR L. WHITE LAW.**

COMMITTEES AND INSPECTORS FOR 1906.

REAL ESTATE.

MANLEY G. RICHMOND, Chairman.

WILLIAM H. DANFORTH, EDWARD DEVOY, OTTO L. TEICHMANN,
EDWARD E. SCHARFF.

FINANCE.

OTTO L. TEICHMANN, Chairman.

EDWARD E. SCHARFF, S. A. WHITEHEAD, CHRIS. BERNET,
ERICH PICKER.

MEMBERSHIP.

EDWARD DEVOY, Chairman.

JOHN J. SCHULTE, E. LEROY WAGGONER.

ST. LOUIS TRAFFIC BUREAU.

Board of Managers.

WILLIAM H. DANFORTH, Chairman. J. C. LINCOLN, Commissioner.
MARSHALL HALL, P. M. HANSON, THOS. B. TEASDALE,
E. LEROY WAGGONER, GEO. F. POWELL, SAMUEL PLANT,
FRED. W. SEELE, F. P. BROCKMANN.

WEIGHING.

MANNING W. OCHRAE, Chairman.

GEO. C. MARTIN, JR., JOHN J. SCHULTE, O. A. ORVIS,
C. W. MCCLELLAN, EDWARD DEVOY, W. A. MILLER.

INSURANCE.

NICHOLAS R. WALL, Chairman.

HENRY R. TODD, EDGAR O. LACKLAND, HARRY M. COUDREY,
D. R. FRANCOIS, JR.

RULES.

E. LEROY WAGGONER, Chairman.

N. L. MOFFITT, H. F. LANGENBERG, THOS. B. TEASDALE,
E. M. FLESH.

CONTRACTS.

BERT H. LANG, Chairman.

JOHN E. GERAGHTY, VINCENT M. JONES, DOUGLAS BRADLEY,
M. J. CONNOR.

SPECIAL APPEALS.

THOMAS AKIN, Chairman.

THEO. G. MEIER, CHAS. P. SENTER, T. W. CARTER,
C. H. ALBERS, CHAS. W. ISAACS, JOHN A. WARREN.

MARKET REPORTS.

HARRY W. DAUB, Chairman.

ROBERT C. NAPIER, WM. A. ROOKE, FRANK D. WOODLOCK,
BERT H. LANG.

GRAIN.

TURNER B. MORTON, Chairman.

BERT H. LANG, ROGER P. ANNAN, SAMUEL PLANT,
S. A. WHITEHEAD, JOHN DOWER, CHAS. J. QUESNEL.

SARLEY.

CHAS. H. TEICHMANN, Chairman.

O. MARQUARD FORSTER, WM. J. LEMP, JR., FRED. O. ORTHWEIN,
EDWARD A. FAUST, HENRY GREVE, FRANK GRIESEDIECK.

FLOUR.

CHRISTIAN BERNET, Chairman. FRANK X. DONOVAN, Secretary.
EDGAR D. TILTON, JOS. HATTERSLEY, HENRY BURG,
F. W. EGGERS, WM. J. SMITH.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

SAMUEL GORDON, Chairman.

CHAS. WISSMATH, JR., JOHN RING, ANTON J. LAUX,
J. J. P. LANGTON.

COMMITTEES AND INSPECTORS, 1906—Continued.

PROVISION INSPECTOR.

J. G. HINOHMAN.

SEEDS AND CASTOR SEANS.

ROBERT POMMER, Chairman.

O. F. BEARDSLEY,

F. S. PLANT.

F. W. SEELR,

BEN. P. CORNELI.

SEED AND CASTOR SEAN INSPECTOR.

W. F. CHAMBERLAIN.

HAY.

JOHN J. SCHULTE, Chairman.

DANIEL W. CLIFTON,

CHAS. G. SIMON,

ROBT. J. BERGMANN,

JOHN G. GILLIS,

HENRY W. MACK,

GEO. W. MORTON,

E. H. BRINCKMEYER,

DANIEL S. MULLALLY.

PRODUCE.

CONRAD SCHOPP, Chairman.

F. W. BROCKMAN,

F. G. HAUEISEN,

JACOB P. WEIL,

P. M. KIELY,

LAWRENCE GARVEY. GEO. H. ZOLLMANN.

EGGS.

GEO. H. BROEDER, Chairman.

F. W. BROCKMAN,

F. E. ZELLE,

FRED'K C. PAPENDICK,

F. O. TRAUERNICHT,

WM. BRAY,

FRED'K J. ROEDER,

W. R. WILKINSON.

EGG INSPECTOR.

AUG. H. MILBERG.

FLOOR.

EDWARD M. FLESH, Chairman.

T. P. PETRI,

BEN. P. CORNELI,

W. C. LAMPING,

H. H. LANGENBERG,

J. W. STEELE,

CHAS. M. FRESCH,

THOS. GRIFFIN,

E. S. WALTON,

F. D. GILL.

POSTAL AFFAIRS.

JAMES S. MOCLELLAN, Chairman.

K. B. HANNIGAN,

HOSEA B. SPARKS,

HUGH FERGUSON,

CHAS. E. PRUNTY.

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

O. H. SPENOER,

O. L. WHITELAW,

H. F. LANGENBERG,

OTTO L. TEICHMANN.

THOS. B. TEASDALE.

GEO. H. SHIELDS,

FRANK GAIENNIE,

L. D. KINGSLAND,

EDWARD A. FAUST,

C. MARQUARD FORSTER,

WM. P. KENNETT,

W. A. GARDNER,

MARCUS BERNHEIMER,

JAMES F. COYLE,

GEO. H. PLANT.

AMEDEE B. COLE,

F. D. HIRSCHBERG,

MISSISSIPPI RIVER.

EDWARD E. SCHARFF, Chairman.

WM. P. KENNETT,

ISAAC M. MASON,

ALEX. H. SMITH,

W. R. WILKINSON,

FRANK GAIENNIE,

H. H. WERNSE,

EDWARD DEVOY,

WM. C. ELLIS,

OTTO L. TEICHMANN.

LEGISLATIVE.

F. E. KAUFFMAN, Chairman.

PARKER H. LITCHFIELD,

ASHLEY CABELL.

AMEDEE B. COLE.

JAS. B. WATERWORTH,

HARRY B. HAWES,

FRED. WIEDMER.

TRANSPORTATION.

WILLIAM H. DANFORTH, Chairman.

MARSHALL HALL,

FRED. W. SEELE,

E. LEROY WAGGONER,

P. M. HANSON,

GEO. F. POWELL,

F. P. BROCKMANN,

MAXWELL KENNEDY,

A. P. RICHARDSON,

THOS. B. TEASDALE,

SAMUEL PLANT.

GENERAL RELATIONS.

T. R. BALLARD, Chairman.

WM. C. ELLIS,

WM. T. HAARSTICK,

JOHN E. GERAGHTY,

C. A. OUNNINGHAM,

GEO. J. TANSEY

HENRY GREVE,

ROGER P. ANNAN.

WALKER HILL.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1907.

PRESIDENT.

GEORGE H. PLANT.

FIRST VICE-PRESIDENT, EDWARD DEVOY.

SECOND VICE-PRESIDENT, EDWARD E. SCHARFF.

DIRECTORS.

1907.

**OTTO L. TEICHMANN,
CHRIS. BERNET,
E. LEROY WAGGONER,
JAMES S. McCLELLAN,
MANNING W. COCHRANE,**

1907-1908.

**MANLEY G. RICHMOND,
GEO. F. POWELL,
MARSHALL HALL,
VINCENT M. JONES,
NAT. L. MOFFITT.**

GEO. H. MORGAN, SECRETARY AND TREASURER.

EUGENE SMITH, ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

**CHARLES H. TAYLOR,
W. A. MILLER,
H. B. LOUDERMAN, JR.,
HINMAN H. CLARK,
R. E. FUNSTEN,
ROGER P. ANNAN, JR.,**

**CHAS. HEZEL, JR.,
C. L. CARTER,
CHAS. H. TEASDALE,
HARRY H. LANGENBERG,
JAS. A. CONNOR,
BEN. P. CORNELI.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**R. HARTMANN,
W. H. ADAMS,
EMIL W. GESSLER,
ROBERT W. POMMER,
ISAAC P. LUSK,**

SECOND SIX MONTHS.

**E. F. DALY,
R. H. LEONHARDT,
J. J. HOWARD,
WM. MURDOCH, JR.,
J. O. BALLARD.**

**STATISTICIAN,
D. R. WHITMORE.**

**MARKET RECORDER.
FRANK T. MUDGE.**

OFFICIAL MARKET REPORTER.

ACCOUNTANT.

DOORKEEPER.

MARC. J. GAUTIER.

FRED. MEGLEMRY.

EDWARD LOESCH.

STENOGRAPHER.

MESSANGER.

O. A. WILSON.

WM. LOESCH.

REAL ESTATE COMMITTEE.

GEO. H. PLANT, Chairman.

EDWARD DEVOY,

MANLEY G. RICHMOND,

EDWARD E. SCHARFF,

OTTO L. TEICHMANN.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

**ALEX. H. SMITH,
CHAS. A. COX,**

**ISAAC M. MASON,
JOHN WAHL,**

**S. W. COBB,
OSCAR L. WHITE LAW.**

COMMITTEES AND INSPECTORS FOR 1907.

FINANCE.

MANLEY G. RICHMOND, Chairman.

EDWARD E. SCHARFF. CHRIS. BERNET, AMEDEE B. COLE,
C. F. BEARDSLEY.

MEMBERSHIP.

EDWARD DEVOY, Chairman.

NAT. L. MOFFITT, VINCENT M. JONES.

TRAFFIC BUREAU.

Board of Managers.

MARSHALL HALL, Chairman.

WM. H. DANFORTH, GEO. F. POWELL, P. M. HANSON,
SAMUEL PLANT, E. L. WAGGONER, A. P. RICHARDSON,
F. P. BROCKMANN, F. W. SEELE.

DEPARTMENT OF WEIGHTS.

MANNING W. COCHRANE, Chairman.

GEO. C. MARTIN, JR., W. A. MILLER, EDWARD DEVOY,
O. W. MCCLELLAN, O. A. ORVIS, B. P. ANNAN, JR.
F. P. BROCKMANN, JOHN J. SCHULTE.

INSURANCE.

F. CHURCHILL WHITTEMORE, Chairman.

CHAS. NAGEL, T. S. MCPHEETERS, NICHOLAS R. WALL,
O. G. KNOX, F. D. HIRSCHBERG.

RULES.

GEO. F. POWELL, Chairman.

THOS. B. TEASDALE, B. L. SLACK, EUGENE C. DREYER,
F. W. SEELE.

CONTRACTS

VINCENT M. JONES, Chairman.

C. W. ISAACS, SAMUEL PLANT, B. H. LANG,
M. J. CONNOR.

SPECIAL APPEALS.

WM. A. GARDNER, Chairman.

F. C. ORTHWEIN, W. B. ANDERSON, BEN. P. CORNELI,
JAMES W. GARNEAU, EDGAR D. TILTON, CARY H. BACON.

MARKET REPORTS.

NAT. L. MOFFITT, Chairman.

BEN. S. LANG, F. L. WALLACE, LOUIS HELM,
E. W. GESSLER.

GRAIN.

CHRIS. BERNET, Chairman.

T. B. MORTON, JOHN DOWER, EDWARD DEVOY,
BERT H. LANG, E. HODGKINS, W. T. HILL.

BARLEY.

CHAS. H. TEICHMANN, Chairman.

AUG. A. BUSCH, GEO. SPIELER, HENRY KOEHLER, JR.,
CHAS. EHLERMANN, PAUL H. GRIESEDIECK, HY. GRIESEDIECK, JR.

FLOUR INSPECTION.

W. J. SMITH, Chairman.

HENRY BURG, Secretary.

EDGAR D. TILTON, JOHN C. FISCHER, W. C. DICKINSON,
ROBT. H. LEONHARDT, VICTOR GOETZ, CHRIS. BERNET,

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

J. J. P. LANGTON, Chairman.

FRED. KREY, J. H. BELZ, PARKER SAUNDERS,
JOHN H. LOUDERMAN, JR.

COMMITTEES AND INSPECTORS FOR 1907—Continued.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

FRED. S. PLANT, Chairman.

C. W. BLOW,

ROBT. W. POMMER, O. F. BEARSLEY,
J. O. ALLEN.

SEED AND CASTOR BEAN INSPECTOR.

W. F. CHAMBERLAIN.

HAY.

JOHN J. SCHULTE, Chairman.

DANIEL W. CLIFTON,

E. H. BRINCKMEYER, J. W. DYE,

GEO. W. MORTON.

HENRY W. MACK,

DANIEL S. MULLALLY,

ROBT. J. BERGMANN,

CHAS. G. SIMON.

PRODUCE.

MANLEY G. RICHMOND, Chairman.

CONRAD SCHOPP,

P. M. KIRLY,

F. W. BROCKMAN,

GEO. H. ZOLLMANN,

F. G. HAUEISEN,

LAWRENCE GARVEY.

EGGS.

F. W. BROCKMAN, Chairman,

GEO. H. BROEDER,

F. O. TRAUERNICHT,

F. C. CLAUS,

WM. BRAY,

E. G. HOFMANN,

FRED. E. ZELLE,

FRED. C. PAPENDICK,

F. J. BOEDER.

EGG INSPECTOR.

AUG. H. MILBERG.

FLOOR.

EDWARD M. FLESH, Chairman.

MAXWELL KENNEDY,

C. L. WRIGHT,

SAM. S. CARLISLE,

GEORGE HARSH,

E. L. BARTLETT,

MARTIN J. MULLALLY,

A. MUELLER,

GEO. LANITZ,

JOHN B. SLAUGHTER,

EUGENE J. FEINER.

POSTAL AFFAIRS.

JAMES S. McCLELLAN, Chairman.

K. B. HANNIGAN,

HUGH FERGUSON,

MARTIN J. MULLALLY,

HOSEA B. SPARKS,

CHAS. E. PRUNTY,

F. W. GOEKE.

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

MANLEY G. RICHMOND,

L. D. KINGSLAND,

OSCAR L. WHITELAW,

OTTO L. TEICHMANN,

H. F. LANGENBERG,

THOMAS B. TEASDALE,

C. MARQUARD FORSTER,

WM. A. GARDNER,

F. D. HIRSCHBERG,

MARCUS BERNHEIMER,

WM. P. KENNETT,

FRANK GALENNIE,

AMEDEE B. COLE,

JAMES F. COYLE,

GEO. H. SHIELDS.

MISSISSIPPI RIVER.

EDWARD E. SCHARFF, Chairman.

WM. P. KENNETT,

W. R. WILKINSON,

ALEX. H. SMITH,

JOHN F. MASSENGALE,

ISAAC P. LUSK,

OTTO L. TEICHMANN,

ISAAC M. MASON,

H. W. SEBASTIAN.

LEGISLATIVE.

E. L. WAGGONER, Chairman,

PARKER H. LITCHFIELD, Secretary.

T. R. BALLARD,

R. H. WHITELAW,

AMEDEE B. COLE,

JAS. A. WATERWORTH,

ASHLEY CABELL,

FRED. WIEDMER.

GENERAL RELATIONS.

THOMAS AKIN, Chairman.

MANLEY G. RICHMOND,

OSCAR L. WHITELAW, A. L. SHAPLEIGH,

HARRY B. HAWES,

H. G. CRAFT,

P. H. LITCHFIELD,

WALLACE DELAFIELD,

WM. H. DANFORTH,

R. P. ANNAN,

HANFORD CRAWFORD.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

St. Louis, January 2nd, 1907.

To the Members of the Merchants' Exchange:

GENTLEMEN: In submitting to you a report of the financial condition of the Association and the assessment fixed by the Board of Directors for the coming year, your Board congratulates the members upon the continued prosperity of the whole country, in which the City of St. Louis, and the Merchants' Exchange as an important factor, have enjoyed their full share.

At a meeting of the Board, held December 21st, the assessment to be paid by each member for the coming year, was fixed at \$40.00.

The pecuniary condition of the Association is most satisfactory, as will be seen by the report of the Treasurer, presented herewith. Your Board have felt that it was the wish of the members to have the affairs of the Exchange conducted in a liberal manner, and have therefore provided every facility for the information and accommodation of the membership that seemed desirable. Delegations have been appointed to the various conventions and conferences held during the year, looking to the benefit of, not only the Exchange, but the city at large, and your Board has been untiring in its efforts to guard and extend the commerce of the city.

A contract has been entered into with the telegraph companies, whereby the ownership of market quotations is acknowledged, and the telegraph companies permitted to furnish continuous quotations of the St. Louis grain market only to such parties as are approved by the Board of Directors.

The question of distributing market quotations in St. Louis and East St. Louis by ticker service, is now under consideration, and this service will doubtless be inaugurated in the near future.

Early in the year, your Board, with a view to enlarging the grain trade of the city, decided to wire at the expense of the Exchange, the closing quotation of both the cash and future market to daily papers, particularly in the Southwest, that were not publishing the same, and this service has been continued to the close. Continuous quotations of the home market have also been posted on the blackboard for the information of members, an innovation on the custom of the Exchanges of the country.

The membership is decreasing year by year under the wise provision of the rules which provides for the redemption of certificates of deceased members. Acting upon a petition of members, your Board authorized the redemption of fifty certificates of active members at \$150.00 each, thus affording an opportunity for those who desired to withdraw from the Asso-

ciation to realize on their membership, and also fixing a minimum price at which parties desiring to become members could purchase a certificate for transfer. The total membership at the beginning of the year was 1,754. By the redemption of 18 certificates of deceased members, forty-one certificates of active members and 8 forfeitures the number has been reduced to 1,687.

The Exchange has been represented at the following conventions and conferences:

- March 27Mississippi Valley Latin - American Convention — New Orleans.
- April 6.....Convention of Commercial Clubs of the Southwest — St. Louis.
- May 14.....St. Francis River Improvement Association — Caruthersville.
- May 15.....Iowa Grain Dealers' Association — Des Moines.
- June 4.....Grain Dealers' National Association — Chicago.
- June 12.....Illinois Grain Dealers' Association — Peoria.
- July 3.....National Hay Dealers' Association— Put-in-Bay.
- October 9.....Centennial Celebration — Cape Girardeau.
- October 9.....Upper Mississippi River Improvement Association — Minneapolis.
- November 15...Waterways Convention — St. Louis.
- November 20...Trans-Mississippi Commercial Congress — Kansas City.
- December 6National Drainage Conference— Oklahoma City.
- December 6National Rivers and Harbors Congress — Washington.

The following matters of local and national interest have claimed the attention of the Board, and appropriate action taken thereon: Rate regulation, land laws, increase of salaries of employes of the Postal Service, Harbor of St. Louis, Statehood for Oklahoma and Indian Territory, fixing rates and classification of mail matter, treaty with Santo Domingo, National Rivers and Harbors Congress, and Missouri good roads.

Our rooms have been tendered and used for meetings of the St. Francis River Improvement Association, the United States Board of Engineers, and various meetings in which our members were interested.

The Exchange was honored during the year with visits from distinguished guests. Among them were Hon. Joseph W. McNeill, of Guthrie, Okla. Governor E. W. Hoch, of Kansas; Governor H. J. Hagerman, of New Mexico; Mr. B. B. Paddock, of Fort Scott, and other delegates to the Convention of Southwestern Clubs, held in St. Louis in April; Hon. Leslie M. Shaw, Secretary of the Treasury, in April; members of the Rivers and Harbors Committee of the House of Representatives and members of the National Rivers and Harbors Congress, in May; Hon. William Jennings Bryan, in September, and diplomatic representatives from several of the South American Republics in November.

The Traffic Bureau and the Department of Weights have carefully attended to their respective duties, and have done much in correcting

abuses and inaugurating measures for the benefit of the trade and commerce of the city. Your especial attention is called to the reports of these departments, presented herewith.

The real estate interests have been carefully cared for by the Real Estate Committee. Your building is in excellent condition. The wants of our tenants have received prompt attention, and the various offices renovated from time to time to their satisfaction. With few exceptions, all the rooms have been occupied during the entire year, and the total rental considerably increased by the new offices opened last year. Of the bonded debt, \$25,500 remains unpaid, but not due. Of this amount, \$11,000 becomes due April 1, 1907, and \$14,500 April 1, 1908.

Your Board is in negotiation with the City Government for resurfacing or repairing the streets surrounding the building, and it is expected before warm weather the annoyance of noisy streets will be removed.

Following the wishes of the members, as expressed by vote in July, your Board has entered into an agreement with the Income Leasehold Company for the erection of a corridor to connect the Pierce Building with the Chamber of Commerce, affording a Fourth Street entrance to the Exchange.

As usual, in cases of public calamity, a committee was appointed in April to solicit subscriptions for the sufferers by the earthquake and fire at San Francisco. The Exchange contributed the sum of \$2,500.00, and \$40,322.09 was received by the Committee, making a total of \$42,822.09, contributed through the Merchants' Exchange.

No year passes without the loss by death, of a number of valued members. Among those who passed away during the year, were two Ex-Presidents—Mr. Corwin H. Spencer, and Mr. H. H. Wernse, honorable and useful members, whose loss is greatly deplored.

Your Board desires to express their thanks to the members for their support during the year; to the various committees for valuable assistance rendered, and to the employes of the Exchange for faithful services.

Respectfully submitted,

THE BOARD OF DIRECTORS,

MANLEY G. RICHMOND,

President.

DEPARTMENT OF WEIGHTS.

ST. LOUIS, December 21, 1906.

To the Board of Directors of the Merchants' Exchange:

GENTLEMEN—During the year now drawing to a close, the Department has maintained the high standard of efficiency that has characterized the service that it has rendered in the past. The litigation in which it has in the past been involved on both sides of the river, has been disposed of and during the current year harmonious relations have existed between the Department and the Railroad and Warehouse Commission in both the States of Missouri and Illinois.

ELEVATORS.

At all elevators the Department is still maintaining two men when the volume of business is such that one deputy cannot properly supervise the weighing and perform such other duties as examining cars, securing seal records, seeing that cars are well cleaned out and that all the grain taken from the cars is run direct to the scales.

During the year the Department has succeeded in placing its deputy supervisor in the plant of the Corn Product & Refining Company at Granite City, Ill., where a large amount of corn is unloaded every day, and in the Terminal Elevator in East St. Louis. Arrangements have also been completed for the Department to supervise the weighing of all hay and grain unloaded at the National Stock Yards in East St. Louis, where our deputies will be placed as soon as the necessary weighing facilities are installed.

These important extensions of the jurisdiction of the Department have met with the general approval of shippers and receivers, as they constitute another step in the direction of placing the weighing of all grain unloaded in this market under the jurisdiction of the Merchants' Exchange.

Our men are now stationed in all the elevators and mills in St. Louis and East St. Louis except one private elevator in St. Louis and East St. Louis.

TEAM TRACKS.

Conditions at the various team tracks where hay and grain is unloaded and weighed over wagon scales are satisfactory. Our watchmen in these

yards are performing police duties, examining cars on arrival, seeing that they are well cleaned out and enforcing the rules of this Department. In those yards where railroads do not provide the proper facilities for checking the loads taken from each car, the Department requires the teamster to secure a ticket from the weigher showing the weight and number of his empty wagon, the time when weighed, etc., before he is allowed to take a load from the car. When his wagon is loaded this ticket is returned to the weigher who then enters the gross and net weights and files the ticket away for reference. By enforcing this rule, it is impossible for a load to leave the yards without being weighed and accounted for.

SCALE TESTS.

Scales under the jurisdiction of this Department are being examined from time to time by its expert scale man and when it is found that they are not weighing accurately, they are condemned and no further certificates are issued on grain or hay weighed thereon until they are repaired and placed in first class condition.

HOLD TRACKS.

Deputies have been placed in the various inbound yards to examine cars immediately upon their arrival in the city. This feature of the work has cost the Department considerable money, as practically no extra revenue has been received for this service, while it has been necessary to maintain several extra men to perform the work. The expense, however, has been more than justified as the Bad Order Reports secured on cars in these yards have been the means of enabling shippers to locate the cause of a large number of shortages on cars which arrive at their final destination in apparently good condition, when as a matter of fact they were in bad order in transit and re-coopered after arrival here and before being forwarded to the point of unloading.

Owing to the large number of cars which our deputies found to be in bad condition on arrival in the inbound yards, the principal grain carrying roads now have a representative to accompany our deputy to see that all Bad Order Reports made are correct. This adds greatly to the value of Bad Order Reports, as the railroad is not then in a position to claim that the car was in good condition.

St. Louis now has the most adequate and complete system of car inspection in the country and its great value in placing the blame for shortage where it as a rule belongs, is greatly appreciated by the shippers. Several of the large export markets in the country who have examined the methods of weighing at various markets with the view of improving their own, have patterned after ours and have considered it second to none and adopted our system.

VOLUME OF BUSINESS FOR THE YEAR ENDING NOVEMBER 30, 1906, AS
COMPARED WITH THE YEAR ENDING NOVEMBER 30, 1905.

	1905	1906	Increase.	Decrease
Cars unloaded.....	35,518	45,535	28.2%	
Cars loaded.....	15,128	19,567	22.7%	
Sacks unloaded.....	268,574	236,753	.....	11.9%

Of the 45,535 cars examined, our records show that 19,216 or 42% of the total number were in bad order or not properly sealed. There defects were distributed as follows:

Number of cars leaking at grain door.....	3,352	7.3%
“ “ “ “ over grain door.....	311	.6%
“ “ “ “ at the box.....	4,308	9.4%
“ “ “ “ end window.....	505	1.1%
“ “ “ “ not properly sealed.....	5,638	12.3%
“ “ “ “ end windows not sealed.....	4,207	9.2%
“ “ “ “ end windows open....	895	1.9%
<hr/>		
19,216		

Respectfully submitted,

MANNING W. COCHRANE,
Chairman.

H. J. MOGEE,
Supervisor.

TRAFFIC BUREAU OF THE MERCHANTS' EXCHANGE OF ST. LOUIS.

ST. LOUIS, December 21st, 1906.

To the President and Board of Directors of the Merchants' Exchange:

GENTLEMEN: The Saint Louis Traffic Bureau, by its former organization, was operated under the direction of a Board of Managers appointed from the Merchants' Exchange (three members), and from the Business Men's League (three members); early in April, 1906, a re-organization was perfected by which the Saint Louis Traffic Bureau was organized as an adjunct of the Merchants' Exchange, the Business Men's League organizing a separate Traffic Bureau, representing that organization. By a vote of the Directors the number of members on the Board of Managers was increased to nine. This Board, realizing that the selection of a Commissioner was of paramount importance, immediately bent its energies to find the right man for the place. Since our Merchants' Exchange is the leading commercial body west of the Mississippi River, and should grow in power each succeeding year, no man of average ability and small calibre could properly fill the office of Commissioner. In the appointment of Mr. J. C. Lincoln to the position, a man was secured particularly fitted for the work. Mr. Lincoln has had wide experience in railway affairs and is "seasoned timber" as may well be judged from the fact that at the time of his appointment he was Assistant Freight Traffic Manager of the Missouri Pacific Railway. On the first of May, Mr. Lincoln took up his work and has had the loyal support of the Board of Managers. Meetings of the Traffic Bureau are held regularly and the transportation interests of the Merchants' Exchange are well cared for.

Under the re-organized Traffic Bureau a great amount of detail has been accomplished in the recording of rates to Saint Louis and competitive markets, and from Saint Louis and competitive markets to the consuming territory with the end in view of not only affording to the members of the Traffic Bureau prompt information as to rates but with the ultimate purpose of analyzing the situation and securing the removal of discriminations existing against this market. Growing out of this investigation of the subject, readjustment of rates has been accomplished from fully two thousand stations involving reductions from one to four cents per one hundred pounds, and in some instances even greater. It is believed by the Commissioner that but the infant step has been taken.

The Board of Managers has kept in close touch with organizations of other cities and where there has been a unity of purpose or principles sought to be rectified have been common, we have co-operated with them,

TRADE AND COMMERCE OF

and through this intercourse we have likewise kept in touch with proposed rates and regulations which should receive consideration at our own hands.

Believing that the interests of the Saint Louis railroads and the Saint Louis shoppers are identical, it has been the policy of the Traffic Bureau to obtain by overtures and negotiations, the readjustment of rates to which we felt entitled in the belief that by harmonious relations and the cultivation of friendly spirits between shippers and carriers, better results can be accomplished. It is, therefore, our pleasure to be able to report that during the past year much has been accomplished without it being necessary in any instance to resort to litigation.

During last Congress the supreme question before Congress and the public was the passage of a new Interstate Commerce Act, the accomplishment of which was the new law placed upon the statutes and made effective with August 28th, 1906, which enlarges the powers of the Interstate Commerce Commission, also more clearly defines the duties of common carriers. Sufficient time has not yet elapsed to determine the beneficial effects of this new legislation, but the terms of the new bills are so forcible in character, that many discriminations have already been removed and others minimized.

Since the passage of the bill many conferences have been had between the Interstate Commerce Commission and the shippers, also the carriers, respecting interpretation to be placed on the law and the rules and regulations to be conformed with by the carriers.

As indicative of the importance of the Merchants' Exchange Traffic Bureau, and the strength of our Commissioner, on several occasions the Commissioner has been invited by the Interstate Commerce Commission to discuss with it subjects of vital interest to the shippers, and through our Commissioner the Traffic Bureau has kept in close touch with rate affairs at Washington.

It is not our purpose in this report to trespass upon your time by setting forth in detail the rate reductions that have so far been accomplished, equalizations effected, onerous rules removed or other detail as to the work that has been done and which the Traffic Bureau has in hand, but additional reports will be made with the close of the year giving in detail the work of our organization.

Appended hereto, and as a part of this report, is an article which was prepared by the Commissioner and which appeared in a recent issue of *The Railway Age*, on the future of Saint Louis as a grain market.

Respectfully submitted,

WM. H. DANFORTH,
Chairman.

THE FUTURE OF ST. LOUIS AS A GRAIN MARKET.

BY J. O. LINCOLN, COMMISSIONER TRAFFIC BUREAU OF THE MERCHANTS' EXCHANGE OF ST. LOUIS.

In forecasting the future of a grain market, we must first take into consideration that which goes toward making a market. The first consideration, is the natural advantages which belong to the community or city by inherent right or by the laws of Nature; the second is the artificial advantages, created by man, or the result of a system. The natural advantages to be considered are location as to grain production, and location as to consumption, and the advantages of distributing the stores collected. The artificial advantages are warehouse and elevator facilities, speculative values created by these means, and the concentration of capital in the business.

Geographically, St. Louis' location is ideal, being at the heart of the Mississippi valley, at the delta of the Missouri valley, in close proximity to the valley served by the Ohio River, each of which valleys is fed by streams tributary thereto, and in all of which the soil is rich in production. With the proper protection of our waterways by the United States government, making them safe for the transportation of property (a question which should be seriously agitated by congress), St. Louis and the enormous territory served by these waterways, will then receive, directly and indirectly, the benefit of cheap water transportation, with the result, which invariably follows, of cheap rail transportation as well.

St. Louis is the east and southeast terminal of such great systems, penetrating the agricultural districts, as the Chicago, Burlington & Quincy, St. Louis & San Francisco, Chicago, Rock Island & Pacific, Missouri Pacific and Missouri, Kansas & Texas; it is an important terminal point of that portion of the Wabash and the Chicago & Alton situated north and west of St. Louis, in a prosperous grain territory; it is also an important terminal point of the Illinois Central for bringing in the grain from Illinois and Iowa, and the distribution of grain from St. Louis to the south and southeast; it is the western terminal of the following great systems: The Vandalia (Pennsylvania System), Cleveland, Cincinnati, Chicago & St. Louis (Vanderbilt System), Baltimore & Ohio System, Toledo, St. Louis & Western and the Chicago, Peoria & St. Louis. It is the north and northwestern terminal of the Southern, Louisville & Nashville, Mobile & Ohio, St. Louis, Iron Mountain & Southern, St. Louis Southwestern and the St. Louis & San Francisco. Thus it will be seen that St. Louis is exceptionally favored with rail

transportation facilities, by great systems, reaching in every direction, from a most important terminal point on the respective systems, and is the central point where lines from the west and northwest, from the east, from the south and southeast, meet; it thereby has the advantage for concentrating grain in, and the distribution of the grain and its product out, enjoyed by no other city. For the accommodation of export traffic, it is served by lines leading direct to the gulf ports of New Orleans, Mobile and Pensacola, and to Atlantic ports by lines leading direct to Norfolk, Newport News, Boston, New York, Baltimore and Philadelphia, thus enjoying, at all times, the benefit of the various ports and ocean-going rates to foreign countries.

By the census of 1900, the center of population was a short distance southeast of Columbus, Indiana. The center has moved, since 1790, west, along the 39th degree of latitude, a distance of 519 miles, deviating north and south of that line, as different sections of the northwest and southwest have taken the immigration. With the rapid development of the south and southwest, occasioned by the construction of new railroads, making lands more valuable for agricultural and farming purposes, we may look for the center to move south and west. Thirty-three per cent of the population is in cities of more than eight thousand, thus placing the bulk in cities and manufacturing districts in the east, and as non-producers they are compelled to look to the west for food supplies. The center of the number of farms under cultivation, was forty miles northwest of Evansville, Indiana; the center of farm values was ten miles northwest of Jacksonville, Illinois, and the center of acres of farm lands, or total acres in farms, was forty-eight miles southwest of Iowa City, Iowa. These statistics show the small farms, which produce little surplus, are located to the east of us, while the large farms, producing grain for sale or speculation, are located in the west. The center of production of the different grains, in 1900, was as follows: Wheat, in Iowa, directly west of Des Moines; corn, twenty-five miles south of Jacksonville, Illinois, and oats, near Muscatine, Iowa.

On domestic business, which tonnage is far in excess of the export, and more nearly affects this market as to volume of business, St. Louis is the gateway to the great consuming territories embraced in the Mississippi valley, the southeast and the east, all of which territories have to draw from outside sources for their supply of food. Illinois, Iowa, Kansas, Nebraska, Missouri and Indiana, are the greatest grain-producing States, producing over 50 per cent of the total of the United States. The States ranked, in 1905, in the following order:

Wheat Production: 1st Kansas, 2nd North Dakota, 3rd Minnesota, 4th Nebraska, 5th South Dakota.

Wheat Shipments: 1st North Dakota, 2nd Kansas, 3rd Minnesota, 4th Nebraska.

Corn Production: 1st Illinois, 2nd Iowa, 3rd Nebraska, 4th Missouri, 5th Kansas.

Corn Shipments: 1st Illinois, 2nd Nebraska, 3rd Iowa.

Oat Production: 1st Illinois, 2nd Iowa, 3rd Wisconsin, 4th Minnesota, 5th Nebraska.

Oat shipments: 1st Illinois, 2nd Iowa, 3rd Minnesota, 4th Nebraska.

As the great bulk of grain for shipping purposes is grown north, northwest and west of St. Louis, and the greatest consumption is south, southeast and east of St. Louis, it can readily be seen, that, owing to the transportation facilities, both rail and water, the grain-carrying lines from the west terminating at St. Louis, the large systems to the south, southeast and east, starting at St. Louis, this city is located in the line of least resistance for transportation purposes. Why should not, therefore, St. Louis be the growing grain market?

The country shipper wants quick returns on his grain, which he can realize, by forwarding to the primary market at the end of the rails serving his community; avoiding the risk of dealing with far-away customers, loss occasioned by transfer of grain, and the delay incident to long joint transportation hauls, with the assurance of proper inspection of his grain, under the supervision of competent and duly authorized inspectors; the consumer wants his grain, or the product, promptly, and by dealing with the first primary market at the end of the rails serving his territory, he secures the grade of goods wanted, prompt shipment, avoiding delays incident to long joint transportation hauls from country points. Our St. Louis grain men can accommodate both.

From a transportation standpoint, too much consideration can not be given to the fact, in view of the usual car shortage during the crop movement, and the tendency of the lines to keep their cars on their own system, that the lines from the grain fields terminate at St. Louis, at which point the grain can be placed in elevators or warehouses, thus affording prompt release of their equipment; the lines leading from St. Louis to the consuming territory, are then in a position to keep their cars on their own lines, and furnish equipment as business interests require from day to day, instead of sending their cars to foreign lines for prospective loading.

The rapid development of the south, and the increasing trade with Cuba, the West Indies and South American countries, has inured to the advantage of this market, and there is a promise of even a greater growth with the opening of the Panama canal, thus making accessible, via the gulf ports, business not heretofore enjoyed by this market.

With the growth of St. Louis as a grain market, there will be constructed additional modern elevator and transfer facilities, more capital will be employed in the grain trade to accommodate and hold stocks to meet the domestic and export demands, also firms with necessary capital and foreign correspondents, for the handling of export grain direct to the foreign customer.

As a grain market, St. Louis has been lying dormant for a number of years, because of artificial conditions and discriminations that have been

practiced against this market, but which are rapidly passing away. Big lines of elevators have been operated in the interior in the interest of terminal houses located at points other than St. Louis, and through their operations creating artificial markets to secure advantages enjoyed by putting the grain through the terminal elevators, and by favorable rates and regulations obtained by line operators. Enforcement of the new laws, prevents preferential rates and favors, thus placing our dealers in this market on common ground, so that St. Louis will come into her natural advantages, and will progress as no other grain market.

Generally speaking, our rates from the grain producing territory are so adjusted as to be non-discriminative, but from some sections, properly tributary to St. Louis, the adjustment which we should enjoy, has not been made, owing to the local environments of the traffic officials of the lines involved, which we are in a fair way to have adjusted.

With the natural advantage of location as to supply and consumption, and with the rail and water facilities afforded to St. Louis for transportation purposes, in my opinion, which is predicated upon long experience in traffic affairs, the future of this city as a grain market and milling point, is brighter than at any previous period in her history.

REPORT OF THE TREASURER FOR 1906.

CURRENT ACCOUNT.

RECEIPTS.

Cash on hand January 1st.....	\$	1,311	91
Received from Assessments.....		65,137	50
" " Real Estate Account.....		5,000	00
" " Transfer Fees.....		2,060	00
" " Rent of Telegraph Counters.....		1,900	00
" " Drawer Rent.....		805	00
" " Samples and Sweepings.....		567	85
" " Interest.....		390	41
" " Non-Resident Tickets.....		110	00
" " Rent of Transportation Desks.....		15	00
	\$	77,297	17

EXPENDITURES.

Salaries	\$19,508	85
Telegraph Account.....	15,275	10
Traffic Bureau.....	11,079	16
Redemption of Memberships.....	9,750	00
Department of Weights.....	8,215	27
San Francisco Relief Fund.....	2,500	00
Telephones.....	1,080	00
Printing and Stationery.....	1,033	97
Annual Report.....	982	00
Seed Inspector	917	99
Attorney of the Exchange.....	750	00
National Rivers and Harbors Congress.....	569	70
Supplies for Lavatory.....	496	10
Postage	386	36
New Year's Festivities.....	345	32
Grain Committee	308	60
Taxes	305	79
Flour Inspector.....	286	92
Repairs.....	208	76
Supplies for Janitors.....	208	56
Delegates to National Hay Convention.....	200	00
Belcher Water.....	180	00
Ice	184	25
In Memoriam—Ex-Presidents C. H. Spencer and H. H. Wernse.....	180	50
Books, Papers and Price Currents.....	129	35
Committee to Chicago	116	50
Board of Directors.....	114	90
Insurance on Furniture.....	107	65
Committee to Chicago, Minneapolis and Kansas City	101	35
Assessment Upper Miss. River Improvement Assn.....	100	00
Delegates to Trans-Mississippi Commercial Congress	95	70
Delegates to Grain Dealers' National Convention.....	77	50
Delegates to Upper Mississippi River Impv. Conv.....	76	95
Attorney's Fees and Court Costs	75	35
Judges of Election	75	35
Committee to New York.....	75	00
Delegates to Iowa Grain Dealers Convention.....	74	00
Delegates to Latin-American Convention	67	00
Furniture and Fixtures	60	05
Delegates to Illinois Grain Dealers Convention.....	58	45
Delegates to Drainage Convention	47	55
Board of Engineers for Rivers and Harbors.....	40	80
Entertainment for Rivers and Harbors Committee.....	40	00
Delegates to Uniform Grade Congress	35	51
Delegates to Cape Girardeau Centennial.....	33	84
Transportation Committee	29	25
Assessment S. W. Industrial & Development Assn.....	25	00
Delegates to St. Francis River Improv. Convention...	22	00
Committee Department of Weights	21	30
Million Population Club.....	10	00
Sundries.....	186	85
	\$76,674	89
Balance on hand December 31st, 1906.....	\$	622 28

REAL ESTATE ACCOUNT FOR 1906.**RECEIPTS.**

Balance on hand January 1st.	\$	49	28
Received for Rentals.....		52,803	40
" " Insurance, Fire of Dec. 8rd, 1905		3,841	95
" " Janitor Service		1,567	95
Fire Insurance, Premiums returned.....		389	20
Received for Electric Light.....		188	93
" " Interest		147	64
" " Material sold.....		1	20
	\$	58,489	55

EXPENDITURES.

Bonds paid.....	\$11,500	00
Employees	9,481	98
Taxes	7,286	62
Repairs and Renovations	7,274	46
Transferred to Current Account.....	5,000	00
Coal.....	2,194	88
Power for Electric Elevators.....	1,197	00
Interest on Bonds.....	1,185	00
Water License.....	612	50
Supplies for Engineer and Janitor.....	520	18
Removing Ashes and Sweepings.....	331	25
Casualty Insurance.....	228	80
Supplies for Lavatory.....	221	41
Fire Insurance.....	183	05
Safe	50	00
Night Signal Service.....	36	00
Uniforms for Employees.....	27	00
Survey of Lot	25	00
Inspecting Elevators and Boilers	24	00
Sundry Small Items.....	169	00
		47,497 18
Balance on hand December 31st, 1906.....	\$	10,992 42

Bonded Debt Unpaid (not due)\$ 25,500 00

GEO. H. MORGAN,
Secretary and Treasurer.

We, the undersigned, members of the Finance Committee, hereby certify that we have examined the accounts of the Secretary and Treasurer for 1906, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows:

To the Credit of Real Estate Account.....	\$10,992 42
To the Credit of Current Account.....	\$ 622 28

OTTO L. TEICHMANN, Chairman.
EDWARD E. SCHARFF,
S. A. WHITEHEAD,
CHRIS. BERNET,
ERICH PICKER.

St. Louis, January 2nd, 1907.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1906.

RATE REGULATION.

JANUARY 9TH. It was ordered that a copy of the report of the Board of Directors to the Senators and Representatives from Missouri and also to other parties, calling attention to the position taken by the Merchants' Exchange in reference to rate legislation, be sent to the members of the Interstate Commerce Committee of the Senate and the Interstate and Foreign Commerce Committee of the House of Representatives.

LAND LAWS.

JANUARY 23RD. It was ordered that the following communication be sent to the Honorable Senators and Representatives from Missouri in Congress:

The attention of the Merchants' Exchange of St. Louis has been called to the recent message of the President of the United States in reference to the condition, operation and effect of the present land laws.

While not fully conversant with the present public land laws, this exchange fully believes in the recommendation of the Public Land Commission that the laws governing the sale of public lands should be so framed as to secure the best possible use of the public lands now remaining for actual home-makers.

The undersigned, therefore, respectfully calls the attention of the Honorable Senators and Representatives from Missouri to the message of the President (Senate Document 154), and ask careful consideration of the matter, so important to the agricultural interests of the Trans-Mississippi region.

EMPLOYES OF THE POSTAL SERVICE.

FEBRUARY 2ND. The following communication was adopted and copies sent to the Honorable Senators and Representatives from Missouri:

The attention of the Board of Directors of the Merchants' Exchange has been called to the seemingly inadequate pay of clerks in the Postal Service, and the Board calls your attention to the matter with the hope that you will think it desirable and advisable to secure such legislation as will provide a reasonable increase in the salaries of postal clerks who have proven by time of service to be competent and worthy.

HARBOR OF ST. LOUIS.

MARCH 13TH. The following communication was presented to the Government Board of Engineers at a meeting held in St. Louis:

In presenting to you the necessity and desirability of the improvement of the Harbor and approaches to St. Louis, the Merchants' Exchange desires to submit the following facts and conclusions:

The City of St. Louis is the central point of a vast commerce, extending latitudinally and longitudinally to all points of the country. During

the year 1905, 24,205,540 tons of freight were received and 15,306,548 tons forwarded. Of the amount received, 31.53 per cent., or 7,631,525 tons was through freight that crossed the Mississippi river either eastward or westward, and was therefore interstate traffic. Of the 68.47 per cent. or 16,574,015 tons received local, a large proportion and practically all that came from the East crossed the river to St. Louis either by bridges or by ferries. In times of flood, as in 1903, this vast commerce to a large extent is practically suspended for the reason that the approaches on the Illinois side are flooded and the railroads are unable to bring their freight either to the bridges or to the ferry boats. During the flood of 1903 traffic was practically suspended during the months of June and July, causing damage to all the low lands in the Illinois bottoms and to a somewhat less extent on the Missouri shore. Commerce was also diverted for some time previous in anticipation of delay. The actual loss in commodities destroyed by water and the immense loss to the business not only of St. Louis, but to points east and west of St. Louis, whose freight was moving through this gateway, cannot be estimated.

The amount of freight transported across the river in 1905 by the ferry boats was 6,684,949 tons. During seasons of flood this traffic is seriously hampered and sometimes entirely suspended for want of landing places and for the reason that freight cannot be brought to the landings. Not only is business suspended during seasons of flood, but great hardship is entailed upon the residents of the overflowed lands, who are driven from their homes and their lives often endangered. Nearly all the coal consumed in St. Louis, amounting to probably 600 carloads per day, is brought across the river, and when this traffic is suspended coal has to be brought hundreds of miles at great expense to supply the homes, the hotels and the manufacturing establishments.

The waterways of the country are under the control of the General Government. No state or Municipality has the right nor could successfully undertake to regulate or control these highways of travel.

The improvement of the Mississippi river is being prosecuted by the General Government and the Harbor of St. Louis has received the attention of the Government Engineers and been much improved. In this work the harbor line as established has contracted the river opposite the City to such an extent that while deepening the channel in the interest of navigation it has resulted in preventing in seasons of flood the discharge of the water as fast as it comes from the Missouri and Mississippi rivers. In consequence of these conditions the velocity of the water is checked above the bridges, the silt carried in suspension drops and the flood line is raised and endangers all industries in the bottom lands on the river and nearly all the railroad terminals, thus paralyzing for the time being the business on both sides of the river.

The Government is committed to the improvement of navigation of Western waterways as a national proposition. This is most essential to the commerce of the West.

When in making improvements of the channel damage results to the abutting territory it is reasonable to claim that the Government should so perfect the manner of improvement as to at the same time protect the banks.

This has been the policy of the Government Engineers in the Lower Mississippi river, where large stretches of levees have been built in connection with the improvement of the channel.

How this is to be accomplished in the situation of St. Louis, the Government Engineers are best able to determine. But that relief should be given by the General Government as the only power able or with authority to do the work is a reasonable deduction in the premises.

Accompanying this paper is a report from the local Board of Steamboatmen, all men of experience in river matters, to which your attention is especially invited.

Attached also is a statement issued by the Merchants' Exchange showing the tonnage handled at St. Louis during 1905.

OKLAHOMA AND INDIAN TERRITORY.

MARCH 14TH. The following telegram was sent to the Honorable Speaker of the House and the Representatives from St. Louis:

"The business men of St. Louis are vitally interested in the commercial prosperity of Oklahoma and Indian Territory and feel that it is essential to their future welfare that statehood be conferred at this session of Congress. We earnestly request your assistance to this end."

GRAIN DEALERS' NATIONAL ASSOCIATION.

MARCH 22ND. The following delegates were appointed to represent the Merchants' Exchange at the meeting of the Grain Dealer's National Association to be held in Chicago, June 4th and 5th,: Edw. M. Flesh, D. P. Byrne, Erich Picker, R. J. Pendleton, W. A. Gardner, O. L. Clapp, Geo. L. Graham, H. W. Daub, J. O. Ballard, R. C. Napier, V. M. Jones, John E. Hall, F. D. Woodlock, John Dower, J. F. Anderson, E. E. Nelson, C. H. Langenberg, Jas. A. Connor, J. C. Lincoln and Eugene Smith.

MISSISSIPPI VALLEY LATIN-AMERICAN CONVENTION.

MARCH 27TH. The following gentlemen were appointed delegates to the Mississippi Valley Latin-American Convention to be held at New Orleans, April 5th, 6th and 7th: C. F. Beardsley, C. S. Moffitt, F. B. Chamberlain, W. C. Lamping, Geo. Lanitz, A. P. Richardson, Geo. W. Ziebold and A. J. Meek.

CONVENTION OF COMMERCIAL CLUBS.

APRIL 6TH. Messrs. E. O. Stanard and Wm. P. Kennett were appointed delegates from the Merchants' Exchange to the Convention of Commercial Clubs of the Southwest to be held in St. Louis, April 16th and 17th.

DOMESTIC MAIL MATTER.

APRIL 10TH. The following communication was sent to Hon. Jesse Overstreet, Chairman Committee on Post Offices, Washington, D. C.:

At a meeting of the Board of Directors of the Merchants' Exchange of St. Louis, held on the 10th inst., a vote was passed approving H. R. 11,936, now before the House, being a bill to classify domestic mail matter and to fix the rates of postage thereon.

IOWA GRAIN DEALERS' ASSOCIATION.

APRIL 10TH. Messrs. T. R. Ballard, Marshall Hall and Jas. H. Warren were appointed delegates to the Iowa Grain Dealers' Association, to be held at Des Moines, May 15th and 16th.

SAN FRANCISCO EARTHQUAKE.

APRIL 24TH. The sum of twenty-five hundred dollars (\$2,500) was appropriated to the fund for the relief of the sufferers in San Francisco and other places on the Pacific Coast.

ST. FRANCIS RIVER IMPROVEMENT ASSOCIATION.

MAY 8TH. Mr. Clinton Rowell was appointed a delegate to the annual convention of the St. Francis River Improvement Association, to be held at Carruthersville, Mo., May 14th and 15th.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

JUNE 2ND. Messrs. Chris. Bernet, C. W. McClellan and Jas. A. Connor were appointed delegates to the Annual Meeting of the Illinois Grain Dealers' Association, to be held at Peoria, June 12th and 13th.

SANTO DOMINGO.

JUNE 12TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily endorse the action taken by the New York Board of Trade and Transportation in reference to the treaty now pending in the Senate with Santo Domingo, and respectfully urge the Honorable Senators from Missouri to favor its passage in the interest of the commercial industries of this country.

RIVERS AND HARBORS CONGRESS.

JUNE 12TH. Board of Directors of the Merchants' Exchange of St. Louis heartily endorse the objects and work of the National Rivers and Harbors Congress as of practical interest and direct benefit to the progress and welfare of the City of St. Louis, and recommend its liberal support by our business men.

NATIONAL HAY DEALERS' ASSOCIATION.

JUNE 12TH. The following gentlemen were appointed delegates to the 13th Annual Convention of the National Hay Dealers' Association, to be held at Put-in-Bay, Ohio, July 3rd to 5th: John J. Schulte, D. P. Byrne,

J. O. Allen, Wm. H. Karnes, V. C. Tice, Dan S. Mullally, John Mullally, John Mackey, G. L. Graham, C. F. Beardsley, John J. Noonan, Z. P. Forman and John G. Gillis.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

JUNE 26TH. The following gentlemen were appointed delegates to represent the Merchants' Exchange at the Trans-Mississippi Commercial Congress to be held at Kansas City, November 20th to 23rd: D. R. Francis, G. J. Tansey, Harry B. Hawes, John W. Noble, Amadee B. Cole and Walker Hill.

CAPE GIRARDEAU CENTENNIAL CELEBRATION.

SEPTEMBER 11TH. The following gentlemen were appointed to attend the Centennial Celebration to be held at Cape Girardeau, October 9th to 13th: Warren L. Clark and W. B. Anderson.

WATERWAYS CONVENTION.

SEPTEMBER 14TH. The following gentlemen were appointed to represent the Merchants' Exchange at the Waterways Convention to be held in St. Louis, November 15th and 16th: Manley G. Richmond, D. R. Francis, Edward E. Scharff, E. O. Stanard, Edward Devoy, Otto L. Teichmann, Michael McEnnis, W. P. Kennett, Isaac M. Mason, Alex. H. Smith, W. R. Wilkinson, Frank Gaiennie, W. C. Ellis, Geo. H. Shields and Geo. H. Morgan.

UPPER MISSISSIPPI RIVER IMPROVEMENT ASSOCIATION.

SEPTEMBER 18TH. The following gentlemen were appointed to represent the Merchants' Exchange at the Convention of the Upper Mississippi River Improvement Association, to be held at Minneapolis, October 9th and 10th: Isaac M. Mason and W. P. Kennett.

MISSOURI GOOD ROADS SOCIETY.

OCTOBER 9TH. The Board of Directors endorsed the petition of the Missouri Good Roads Society in reference to using the State convicts in making good roads and highways through the State of Missouri.

NATIONAL DRAINAGE CONFERENCE.

OCTOBER 23RD. Mr. F. W. Brockman was appointed a delegate from the Merchants' Exchange to National Drainage Conference, to be held at Oklahoma City, Okla., December 5th, 6th and 7th.

UNIFORM GRAIN INSPECTION.

NOVEMBER 13TH. Mr. John Dower was appointed a delegate to attend a meeting of Grain Dealers' National Association to be called in the near future in reference to uniform grain inspection.

CENTRAL MISSISSIPPI VALLEY LEAGUE.

NOVEMBER 13TH. Mr. T. R. Ballard was appointed a delegate to attend a convention to be held at Quincy, Ill., January 20th next, to consider the matter of organizing the Central Mississippi Valley League.

NATIONAL RIVERS AND HARBORS CONGRESS.

NOVEMBER 19TH. Messrs. W. P. Kennett, E. O. Stanard, D. R. Francis, Edward Devoy, Edward E. Scharff, Amedee B. Cole, Otto L. Teichmann, Ethan A. Hitchcock, Breckenridge Jones, H. M. Coudrey, Richard Bartholdt and John T. Hunt, were appointed delegates of the Merchants' Exchange to the meeting of the National Rivers and Harbors Congress, to be held at Washington, D. C., December 6th and 7th.

NATIONAL CONVENTION FOR THE EXTENSION OF FOREIGN COMMERCE.

DECEMBER 11TH. Mr. Frank E. Kauffman was appointed a delegate to the meeting of the National Conference for the Extension of Foreign Commerce to be held in Washington, January 14th.

SMALL PARKS IN THE CITY OF ST. LOUIS.

DECEMBER 21ST. *Resolved*, That the hearty support of the Merchants' Exchange be given the ordinance now before the Municipal Assembly establishing small parks in the City of St. Louis and in the manner and in the locations recommended by the Park Commissioner and Public Bath Commissioner.

TRANSFER OF STOCK OF MERCHANDISE IN BULK.

JANUARY 7TH, 1907. The Board of Directors of the Merchants' Exchange of St. Louis heartily endorse the bill prepared by the St. Louis Credit Men's Association of St. Louis for presentation to the General Assembly, entitled "An Act for the prevention of fraud in transfers of stocks of merchandise in bulk," and urge the passage of such a bill in the interest of fair and honorable dealing and for the protection of the wholesale and jobbing trade of the State of Missouri as well as for the local retail.

INTERNATIONAL ARBITRATION.

JANUARY 7TH, 1907. The Board of Directors of the Merchants' Exchange of St. Louis are in hearty accord with the principle of international arbitration as outlined by the Lake Mohonk Conference and urge upon the members of the Second Hague Conference the careful consideration of the following measures: 1st. A plan by which The Hague Conference may become a permanent and recognized Congress of the nations with advisory powers. 2nd. A general arbitration treaty for the acceptance of all nations. 3rd. A plan for the restriction of armaments and if possible for their reduction by concurrent international action.

PRESIDENT MANLEY G. RICHMOND.

JANUARY 8TH, 1907. The Board of Directors desire to bear testimony to the valuable services rendered the Exchange by Mr. Manley G. Richmond, its President, during the past year; who by his devotion to the duties of his office and by his careful, conservative and thoroughly efficient management of the affairs of the Exchange has promoted its welfare and added to its prestige as the leading commercial organization of the city. Therefore, be it

Resolved, That a unanimous vote of thanks be and is hereby tendered to Mr. Richmond for his unselfish and untiring devotion to the interests of the Exchange.

The Exchange was closed on the following days during 1906:

January 1st,	New Year's Day.
February 12th,	Lincoln's Birthday.
February 22nd,	Washington's Birthday.
April 13th,	Good Friday.
May 30th,	Memorial Day.
July 4th,	Independence Day.
September 3rd,	Labor Day.
October 4th,	Unveiling Statue of St. Louis.
November 4th,	Election Day.
November 29th,	Thanksgiving Day.
December 24th,	Monday before Christmas.
December 25th,	Christmas Day.

IMPORTS AND EXPORTS OF THE UNITED STATES.

From Bureau of Statistics, Department of Commerce and Labor,
Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (-) twelve months 1905 and 1904.
	1904.	1905.	1906.	
MERCHANDISE.				
Imports—Free of Duty.....	\$ 490,616,706	\$ 528,464,185	\$ 591,795,702	\$+ 61,331,567
Dutiable.....	545,292,487	648,680,415	728,813,548	+ 80,123,123
Total.....	\$1,035,909,190	\$1,177,144,550	\$1,320,609,250	\$+141,464,700
Exports—Domestic.....	\$1,426,711,288	\$1,509,432,622	\$1,772,784,960	\$+178,312,868
Foreign.....	26,607,507	27,568,178	26,527,413	— 2,040,788
Total.....	\$1,451,818,740	\$1,536,990,795	\$1,799,312,373	\$+171,271,599
Excess of Exports.....	\$ 415,409,550	\$ 477,654,143	\$ 477,043,261	\$+ 29,903,898

IMPORTS AND EXPORTS OF MERCHANDISE.

ST. LOUIS.

The fourth city of the United States in population.
The largest and most important city in the Louisiana purchase.
The largest manufacturer of tobacco in the world.
Has the largest drug house in the United States.
Has the largest woodenware house in America.
Has the largest hardware house in the country.
Is the best dry goods market west of the Alleghenies.
Has the largest shoe house in the world.
The largest shoe distributing city in the Union.
Is the second largest millinery market in America.
The largest inland coffee distributing center.
One of the great railroad centers.
The principal city on the longest river in North America.
The largest hardwood lumber market in America.
Makes more street and railroad cars than any other point.
The largest horse and mule market in the world.
Holds fourth place as a manufacturing center.
Leads in output of American-made chemicals.
Prominent in manufacture of proprietary medicines.
Receipts of grain in 1906, 80,271,709 bushels.
Receipts of flour in 1906, 2,404,745 barrels.
Flour manufactured in 1906, 1,010,120 barrels.
Flour shipped in 1906, 2,177,985 barrels.
Banking capital and surplus, 1906, \$86,999,400.
Bank clearings in 1906, \$2,972,653,307.
Leads in manufacture of stoves and ranges.
Tonnage received and forwarded in 1906, 45,381,478.
Death rate per thousand in 1906, 14.00.
Largest brewery in the United States.
Has 97 public schools, with 92,030 scholars.
Largest and most complete railway station in America.
Has 23 public parks, containing 2,183 acres.
St. Louis post-office ranks first in ratio of expenses to receipts.
Receipts at St. Louis post-office in 1906, \$3,702,391.
Pieces of mail matter originating in St. Louis in 1906, 373,789,898.
Is renowned for beautiful residence districts.
Has 19 miles of river front.
Real estate transfers in 1906, \$70,663,880.
Value of buildings erected in 1906, \$29,938,693.

ST. LOUIS IN 1905 AND 1906.

	1905.	1906.
Area, square miles.....	62½	62½
Population.....	700,000	720,035
Real Estate and Personal, assessed value	\$468,903,700	\$497,287,360
Bonded Debt.....	\$22,439,278	\$22,439,278
Houses erected, number, 1905, 8,285; number 1906, 8,988, cost.....	\$23,434,734	\$29,938,693
River Front, miles.....	19	19
Public parks, number, 23, acres.....	2,183	2,183
Paved streets, miles.....	499	522
Paved alleys, miles.....	135	143
Public sewers, miles, 1905, 601.9; 1906, 615.75; cost.....	\$14,368,702	\$14,898,392
Conduits for underground wires, miles....	191	191
Water supply, capacity gallons per day..	160,000,000	160,000,000
Water supply, average daily consump- tion.....	71,113,000	70,000,000
Receipts from water licenses.....	\$1,807,237	\$1,687,953
Public Schools, 1906, number, 97; Teachers, 2,090; Scholars, 92,030, cost	\$8,456,937	\$9,697,995
Union Station, 32 tracks, covers acres....	11	11
Railroad lines terminating in St. Louis....	26	26
Street Railroads, miles, single track city, 350.73; county, 120.10.....	453.83	470.73
Passengers carried.....	191,775,646	207,000,000
Municipal Revenue year ending in April..	\$9,065,895	\$8,383,153
Revenue of the City from Special Taxes, Licenses and Franchises.....	\$2,383,832	\$2,367,293
Death rate per thousand, basis 1905, 685,000 population, 1906, 712,400	15.12	14
Post Office, cash receipts.....	\$3,470,410	\$3,702,391
Post Office, Pieces of Mail originating in St. Louis.....	330,695,050	373,789,898
Tonnage, Total tons received.....	24,205,540	27,620,287
Tonnage, Total tons shipped.....	15,306,548	17,761,191
Manufacturers, product.....	\$267,004,314	\$296,698,030
Bank clearings.....	\$2,899,798,979	\$2,972,653,307
Banks and Trust Companies, capital, surplus and profits.....	\$83,811,220	\$86,999,400
New capital invested in 1906 in trade and manufactures.....	.....	\$26,929,565
Tobacco, manufactured 1905, 65,001,781 pounds, 1906, 71,715, 288 pounds.....	\$29,659,317	\$31,000,000
Tobacco tax paid.....	\$4,020,533	\$4,394,989
Breweries, output, barrels.....	2,682,610	3,368,298
Grain, receipts, bushels.....	61,839,011	80,271,709
Flour manufactured, barrels.....	1,285,537	1,010,120
Flour received, barrels.....	2,529,780	2,404,745
Public Elevators, 10; capacity, bushels..	8,500,000	8,000,000
Private Elevators, 25; capacity, bushels	2,475,000	2,475,000
Lead received, pigs.....	2,137,935	2,048,890

ST. LOUIS IN 1905 AND 1906—Concluded.

	1905.	1906.
Zinc and Spelter, slabs.....	3,364,955	3,844,055
Cattle received, number.....	1,254,236	1,314,826
Hogs received, number.....	2,407,336	2,411,191
Sheep received, number.....	690,378	650,784
Horses and Mules received, number.....	190,193	173,331
Cotton, receipts, bales.....	617,658	672,535
Coal (all kinds) received, tons.....	7,027,950	7,795,839
Dry Goods, Millinery and Notions Sales...	\$68,000,000	\$76,000,000
Vehicles..... "	\$8,500,000	\$10,000,000
Plumbers' and Steamfitters' Supplies..... "	\$6,500,000	\$9,000,000
Groceries and kindred lines..... "	\$65,000,000	\$70,000,000
Boots and Shoes..... "	\$50,000,000	\$55,000,000
Tobacco and Cigars..... "	\$40,000,000	\$45,000,000
Hardware, shelf and heavy..... "	\$35,000,000	\$45,000,000
Woodenware..... "	\$15,000,000	\$20,000,000
Lumber..... "	\$45,669,000	\$47,000,000
Candies..... "	\$4,000,000	\$5,000,000
Beer, 2,682,610 bbls..... "	\$22,000,000	\$25,000,000
Clothing..... "	\$10,000,000	\$12,000,000
Furniture and kindred lines..... "	\$33,000,000	\$35,000,000
Stoves, Ranges and Furnaces..... "	\$8,500,000	\$10,000,000
Agricultural Implements..... "	\$16,500,000	\$18,000,000
Electrical Supplies, Machinery and Lamps..... Sales....	\$10,500,000	\$12,000,000
Paints, Paint Oils and White Lead..... "	\$12,000,000	\$15,000,000
Saddlery and Harness..... "	\$4,000,000	\$4,000,000
Hats, Caps and Gloves..... "	\$4,500,000	\$5,000,000
Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals..... Sales....	\$23,000,000	\$27,500,000
Glass, Plate and Window..... "	\$3,000,000	\$4,000,000
Clay Products..... "	\$5,000,000	\$6,500,000
Furs..... "	\$9,000,000	\$10,000,000
Railway Supplies..... "	\$25,000,000	\$30,000,000
Trunks and Bags, etc..... "	\$2,500,000	\$3,000,000
Steel Castings and Foundry and Machine Shops products..... Sales....	\$22,000,000	\$25,000,000
Wool, receipts 1905, 24,296,130 lbs., 1906, 15,775,330 lbs..... Sales....	\$12,000,000	\$7,000,000
Hides, receipts 1905, 63,544,350 lbs., 1906, 59,115,810 lbs..... Sales....	\$19,000,000	\$17,500,000
Carpets and kindred lines..... "	\$5,000,000	\$6,000,000
Railroad and Street Cars manufactured, value..... Sales....	\$25,000,000	\$28,000,000
Paper, Stationery and Envelopes..... "	\$8,000,000	\$9,500,000
Dry Plates..... " .....	.....	\$2,000,000
Glass and Queensware..... " .....	.....	\$2,000,000
Bakery Products..... " .....	.....	\$7,000,000
Tin and Enameled Ware..... " .....	.....	\$7,000,000
Soap and Candles..... " .....	.....	\$4,000,000

REVIEW, 1906.

That St. Louis has kept pace with other large cities in the general prosperity which has prevailed over the entire country is apparent to the most casual observer. In every line of trade and manufacture, there has been a large increase in the volume of business, and preparation made for still further extension in the coming year.

The number of large office buildings erected and in course of construction, for which tenants are found as soon as completed; the great business structures in the wholesale districts, made necessary by increased business and consequent enlarged stocks of goods; the number of elegant mansions and numerous less pretentious homes built; the increase of people seen in the streets and on the trolley lines, all indicate that in trade and population this city is making rapid strides.

There are a number of items which indicate very forcibly the trend of commerce.

The clearing house may be called the financial pulse of the body commercial. The figures of clearings, as shown by official reports for the year, were \$2,972,653,307, as compared with \$2,899,798,979. The capital, surplus and deposits of the banks and trust companies are now placed at \$376,100,108, against \$357,298,986 one year ago.

The tonnage received and forwarded by rail and river in 1905 amounted to 39,512,088 tons; for 1906 the amount was 45,381,478 tons.

The business of the St. Louis post office is an index of the growth of the city and of its business activity. In 1905 the post office handled 27,161 tons of mail and receipts from all sources were \$3,470,410. This was increased in 1906 to 29,500 tons and \$3,702,391.

The output of manufactured product for 1905, as compiled by the census bureau, was \$267,004,314. The record for 1906 will not be made up for some time, but the indications are that when compiled it will show an increase of at least 15 per cent, equal to \$296,698,036.

Building statistics show that permits issued in 1906 amounted to \$29,938,693 against \$23,434,564 in 1905.

The amount of real and personal property assessed in 1905 was \$468,903,700, while for 1906 it amounted to \$497,287,360.

Information received from jobbers and dealers indicate an increase in sales of from 10 to 15 per cent, and in some lines 25 per cent. All report a large and satisfactory business, with indications of a still larger business during the coming year.

During the year 113 new manufacturing firms began business in St. Louis with an operating capital of \$5,279,750; 35 increased their oper-

ating capital, \$5,769,400; 1757 new mercantile houses opened business with \$11,915,415 capital and 44 increased their operating capital by \$3,965,000.

St. Louis is the largest distributor of shoes in the United States, and is rapidly forging to the front in manufacturing. There are twenty-three factories located in the city, with a daily capacity of 100,000 pairs and several factories in near-by towns built and operated by St. Louis houses. Goods are sold in nearly every state, and even in New England, the home of the shoe trade. Sales for the year are conservatively estimated at \$55,000,000, of which 65 to 70 per cent were of home manufacture.

St. Louis has for several years been making rapid progress as a dry goods market, and the volume of trade was largely increased the past year. Larger stocks are being carried, necessitating larger stores and warehouses. Sales of dry goods and notions reached \$70,000,000, with 50 per cent more orders booked for the coming year than at the corresponding date a year ago.

While the clothing trade has not ranked with other cities in prominence, it is making sure and steady progress. More clothing is being manufactured, and the total sales for the year will amount to \$12,000,000, a large increase over 1905.

This city has become very prominent in the manufacturing and jobbing of millinery goods, and the trade extends over a wide territory. The sales in 1906 amounted to \$6,000,000.

St. Louis is the largest and most prominent hardware market in the United States. Goods in this line are sold in every state in the Union, and in many places in Europe. The largest house in the country is located here. Sales for the past year of heavy and shelf hardware were \$45,000,000, of which \$35,000,000 was for shelf goods.

The largest drug house in the United States is located in St. Louis and the trade is a very important element in the commerce of the city. Business of the past year is reported as good, with an increase of about 15 per cent. Chemicals are manufactured largely and find sale both in this and adjacent countries and in Europe. In patent medicines and proprietary goods there is a large and growing trade. These are all kindred lines and the volume of business in each was approximately: Drugs, \$18,000,000; chemicals, \$5,500,000; proprietary goods, \$4,000,000.

St. Louis dealers sell more than 50 per cent of all the woodenware sold in the United States, controlling the total output of manufacturies located here and in adjacent states. Sales for the year were \$20,000,000, an increase of 20 per cent over 1905.

The manufacture of furniture is becoming a prominent feature of the furniture business, more and more being manufactured here each year in certain lines, while a large amount is still bought in Michigan and other manufacturing states. The increase in sales the past year was approximately 20 per cent, the total output in furniture and kindred lines being in the neighborhood of \$35,000,000.

In the grocery line St. Louis is one of the important centers. During the past year several houses have established branches in neighboring states, the better to control the business in the changed conditions of the trade. Sales for the past year amounted to \$70,000,000 in groceries and kindred lines handled by the trade.

An increase of 10 to 15 per cent in the trade in hats, caps and gloves is reported and the business was the largest and most favorable in the history of the trade. St. Louis has long been recognized as the largest distributing market for soft hats, but the past year the trade in stiff hats has materially increased. The total sales of the year are estimated at \$5,000,000.

St. Louis has long had the distinction of manufacturing more tobacco than any other place in the world and its brands are known and sought for everywhere. The output of the past year reached 71,715,288 pounds; of a value of \$31,500,000. Including tobacco bought in other markets and cigars manufactured and imported the total business of the year will reach \$45,000,000 or more.

The business in railway supplies and accessories is a very prominent feature of the trade of this city. The new railroad work that has been going on in the West, and especially in the Southwest, has created a large demand for goods in this line, which has been largely supplied from St. Louis. The sales of the year will probably reach \$30,000,000.

Our city has long had the reputation of making more and better steam railway and street railroad cars than any other point. The demand for freight cars has been greater than the capacity of all the manufacturers in the country could supply, and in consequence all plants have been worked to their fullest capacity, which has been increased somewhat by additions to present plants. Some 20,000 freight cars were manufactured by St. Louis firms, valued at \$20,000,000, and 3500 to 4000 street cars, costing \$8,000,000.

One of the industries that has advertised St. Louis to the world is the manufacture of beer. While this city does not lead in output, it is a close second in volume, but second to none in reputation. The largest brewery in the country is located here, turning out annually near to 2,000,000 barrels of product. Total sales of all the breweries has reached the vast sum of \$25,000,000 for the past year.

The amount of grain handled in this market during the past twelve months aggregated 80,271,709 bushels, an increase of 18,432,698 bushels over 1905. Other commodities handled on 'change show gains, increasing the volume of business handled.

In point of manufacture and distribution of vehicles of all kinds, St. Louis stands in second or third place. Some 130 factories are engaged in the business and their output together with that sold by dealers is fully \$10,000,000 per annum. The West and Southwest draw their supplies largely from this city. The manufacture of automobiles in whole or in part, while as yet not very prominent, is growing and the three

factories in operation are increasing their facilities. One concern alone has an equipment valued at \$1,000,000.

St. Louis is the leading city of the world in the manufacture of dry plates for photographers. The three plants located here ship their goods to all parts of the world. The business of the year amounted to \$2,000,000.

In the manufacture of candies and confectionery St. Louis is well and favorably known, especially in the South and Southwest and on the Pacific Coast. The output for the year was fully 70,000,000 lbs., representing a value of over \$5,000,000.

In saddlery and harness St. Louis continues to be one of the leading markets of the West, sales for the year aggregating about \$4,000,000.

A business which is fast forging to the front in St. Louis is that of the manufacturing and handling of electrical machinery, lamps and supplies of all kinds. The manufacturing end of the business has been greatly increased the past 12 months, one factory having increased its capacity upward of 40 per cent, while the trade as a whole has improved about 20 per cent over last year. The sales of all kinds under this head including the business done from St. Louis by plants in other cities represented here will amount to about \$12,000,000.

A very favorable year has been experienced by the manufacturers of trunks, valises and the like, and business in the aggregate is said to have increased at least 20 per cent, and the total output is estimated at about \$3,000,000. Nine factories are located here.

The demand for iron and steel of all kinds, and the miscellaneous foundry and machine shop products has pushed St. Louis works to their fullest capacity the past year. At no time in the history of St. Louis concerns has the business been better. One of the biggest St. Louis establishments increased its capacity 40 per cent. Railroad building in the Southwest and the increase in the city's building are among the chief factors that have benefited St. Louis. The value of sales of all kinds will total about \$25,000,000. The export business to Mexico and Porto Rico has been larger than any previous year.

The demand for plate and window glass throughout the past year has been unprecedented and the increase in the business is fully 25 per cent over 1905. The South and Southwest look to St. Louis for their supply of glass for mirrors and show cases and this branch of the trade has improved wonderfully. One of the largest plants operated by St. Louis interests make a specialty of manufacturing bottles. The export of St. Louis products to Mexico and Cuba has shown a steady increase. About \$4,000,000 are the sales for 1906.

The jobbing sales of glassware and queensware for 1906 showed a marked improvement, increasing about 20 per cent over 1905, and amounted to about \$2,000,000. St. Louis is the principal distributing market for the South and Southwest and the past year has increased its business as far West as the Pacific Coast.

The jobbing business in carpets, curtains and kindred articles the past year has been the best in the history of St. Louis houses, increasing fully 10 per cent over 1905. The total business was about \$6,000,000.

Nineteen factories are now engaged in the manufacture of stoves, ranges and furnaces, and the year just closed marks for St. Louis the largest trade in the history of the business, increasing about 20 per cent over last year. St. Louis territory the past year has been broadened in New Jersey, Pennsylvania and along the Pacific Coast, and the European business, too, has been good. Gas and oil stoves play an important part in this line of industry and the output of this class alone is estimated at close to \$2,000,000, and the total sales of all kinds at about \$10,000,000.

There is perhaps no industry that has been more benefited the past year than that of the manufacture of clay products. The enormous amount of new building under way, and the general demand in the South and West for such products has helped the manufacturers here. St. Louis concerns, too, have had their share of the business in supplying products of this class for the Panama Canal. The volume of sales including brick, terra cotta, etc., is placed at \$6,500,000 or an increase of over 25 per cent.

The houses handling paper, envelopes and the like also report an exceptionally good trade the past year, business in the aggregate having increased from 15 to 20 per cent over 1905. The largest houses of this kind in the Central West are located here and the newspapers in the West, South and Southwest draw the major portion of their supplies from this market. A business of about \$9,500,000 is credited under this head.

As an agricultural implement center St. Louis is forging forward more and more each year. The great development of the Southwest country and the increasing demands in the South for this line of goods has benefited St. Louis perhaps more than any other market. The past year's business will show an increase of 10 to 15 per cent over 1905, and the volume of sales will approximate about \$18,000,000, or \$1,500,000 increase.

In the retail as well as the wholesale trade there was marked improvement, especially during the last half of the year, making the results very satisfactory, with a marked improvement over 1905.

All other lines without exception reported increased business, with the outlook for the future most encouraging

With superior advantages as to location, with unexcelled rail and river transportation, with cheap coal and raw material for manufacturing, with an abundance of financial capital, with a prestige for fair and honorable dealing and above all with energetic capable and progressive business men, the city of St. Louis is now and will ever continue to be the commercial metropolis of the great Mississippi Valley.

FINANCIAL REVIEW.

By W. W. HOXTON, Manager St. Louis Clearing House.

The financial records for 1906 are closed, and the facts they exhibit bring no little satisfaction to the heart of the optimistic St. Louisian, proud for his city's past, jubilant for his city's present and sanguine for his city's future. With each and every financial institution all steps have been forward. During the past year the clearings were \$2,972,653,307, an increase over last year, the highest previous record, of \$72,854,328. The tables herewith show the increase of the principal items in statements of Banks, Trust Companies and Banks and Trust Companies combined, using for comparison the statements of November 9, 1905 and November 12, 1906.

While our financial growth, as indicated by a study of the records since the first public statement published thirty-five years ago, seems sufficiently robust, it is during the last ten years that the increase in our bank figures has been most remarkable. Since 1896, Capital and Surplus have increased from thirty-one millions to eighty-six millions, or 180 per cent; Deposits have increased from seventy-three millions to two hundred seventy-five millions, or 277 per cent; Loans have increased from sixty-six millions to two hundred fourteen millions, or 225 per cent; Cash and Exchange have increased from twenty-six millions to ninety-nine millions, or 280 per cent.

The Clearing House began with two hundred and ninety-two millions for 1869, the first year's work, and ended 1906 with nearly three billions. Since the establishment of the Clearing House, the bank exchanges show an average increase of 11.29 per cent during 28 years, and during 9 year years of wide-spread economic depression, an average decrease of 5.56 per cent, making a net average yearly increase of 5.73 per cent. At this point it is worthy of note that the Banks and Trust Companies of St. Louis have one dollar of business capital for every three dollars intrusted to their care by depositors—a proportion which is far larger than that obtaining in most other cities of like commercial importance.

As a reserve point, St. Louis has forged into the front rank. The wealth of the great Southwest is flowing to its natural center and while we are not, and do not want to be, entirely independent of New York financially, we are at least no longer a burden. Twenty years ago 75 per cent of the money used to move the Western crop was borrowed in New York, and now with agricultural yield vastly increased, it is conservative to state that the Eastern Metropolis has to furnish no more than 10 per cent of the necessary funds. Each day, by means of the enlarged advantages we can offer, we are drawing closer to us that magnificent territory to our South and West and at this moment we are loaning money to, and receiving deposits from, many localities where yesterday we had

no business connections whatever. In further proof of the increasing importance of St. Louis as a Reserve Center, these figures may be submitted: Between March 14, 1905, and April 6, 1906, bank deposits in the national banks of St. Louis increased \$7,177,000, while those in the national banks of New York decreased \$40,191,000. During the same period, total deposits in the National Banks of St. Louis increased three millions, while those in New York decreased one hundred sixty-six millions; those in Chicago decreased seven millions; those in Boston decreased twenty-four millions and those in Philadelphia decreased ten millions.

In conclusion, and with no intention of making unkind comparisons with those who have been less fortunate, let us remember with proper pride that the bank failure in St. Louis is extremely rare. In fact, excluding a small savings bank which failed in 1897 and paid above 90 cents on the dollar, no depositor in any corporation doing business under Clearing House supervision, has for twenty years, lost one cent of his money.

**CLEARINGS FOR EACH YEAR SINCE ORGANIZATION OF THE
CLEARING HOUSE, SHOWING RATE PER CENT OF
INCREASE OR DECREASE.**

Year.	Amount.	Per cent.
1869	292,195,746	
1870	387,407,729+38	
1871	427,983,829+10.50	"
1872	494,535,276+15.65	"
1873	549,577,176+11.11	"
1874	598,286,381+ 8.36	"
1875	579,442,765- 2.85	"
1876	528,006,820- 9.67	"
1877	500,945,467- 4.20	"
1878	477,144,748- 4.79	"
1879	546,882,908+14.67	"
1880	711,459,489+29.98	"
1881		"
1882		"
1883		"
1884		"
1885		"
1886		"
1887		"
1888		"
1889		"
1890		"
1891		"
1892		"
1893		"
1894		"
1895		"
1896		"
1897		"
1898		"
1899		"
1900		"
1901		"
1902		"
1903		"
1904		"
1905		"
1906		"

**CITY BANKS, INCLUDING MERCANTILE TRUST CO., STATEMENTS OF
NOVEMBER 9TH, 1906, AND NOVEMBER 12TH, 1906.**

	1906.	1905.	Increase.	Decrease.
ASSETS—				
Currency and Coin.....	\$ 29,714,798 04	\$ 27,190,022 25	\$ 2,524,775 79	
Checks and Exchange.....	52,598,949 70	46,620,818 87	5,978,130 83	
Loans and Discounts.....	168,656,804 11	158,829,578 85	9,827,225 26	
Bonds and Stocks.....	39,284,418 98	35,188,524 21	4,095,894 77	
Real Estate.....	4,148,029 58	3,981,102 85	166,926 73	
Overdrafts.....	117,909 45	240,267 81		\$ 122,358 36
Totals.....	\$292,294,899 21	\$272,024,824 84	\$20,269,968 88	\$ 122,358 36
LIABILITIES—				
Capital.....	\$ 24,060,000 00	\$ 23,998,587 50	\$ 61,412 50	
Surplus and Profits.....	51,647,409 58	30,517,601 78	21,129,797 77	
Circulation.....	14,707,840 00	14,314,580 00	393,260 00	
Deposits.....	218,891,919 28	208,828,665 08	10,063,254 20	
Totals.....	\$289,298,868 81	\$272,024,824 84	\$17,272,044 47	

**TRUST COMPANIES, EXCLUDING MERCANTILE TRUST CO., STATEMENTS
OF NOVEMBER 9TH, 1906, AND NOVEMBER 12TH, 1906.**

	1906.	1905.	Increase.	Decrease.
ASSETS—				
Currency and Coin.....	\$ 8,088,791 08	\$ 2,842,888 86	\$ 5,245,902 22	
Checks and Exchange.....	14,028,840 97	12,685,899 88	1,342,941 09	
Loans and Discounts.....	51,801,625 55	48,895,185 96	2,906,439 59	
Bonds and Stocks.....	15,585,284 08	17,229,711 26		\$ 1,644,427 18
Real Estate, etc.....	8,488,941 87	4,090,104 95		4,398,836 92
Overdrafts.....	62,745 02	81,470 88		18,725 86
Totals ..	\$ 87,452,178 88	\$ 85,274,161 07	\$ 2,178,017 81	\$ 2,519,865 80
LIABILITIES—				
Capital.....	\$ 18,850,000 00	\$ 18,100,000 00	\$ 750,000 00	
Surplus and Profits.....	16,961,992 81	16,438,990 77	523,002 04	
Deposits.....	56,208,787 27	54,789,988 88	1,418,798 39	
Other Liabilities.....	941,898 80	957,176 47		\$ 15,277 67
Totals ..	\$ 87,452,178 88	\$ 85,274,161 07	\$ 2,178,017 81	\$ 15,277 67

**PRINCIPAL ITEMS, BANKS AND TRUST COMPANIES COMBINED, STATEMENTS
OF NOVEMBER 9TH, 1906, AND NOVEMBER 12TH, 1906,**

	1906.	1905.	Increase.	Decrease.
--	-------	-------	-----------	-----------

ST. LOUIS STOCK EXCHANGE.

By A. D. GRANT, Secretary.

The following statement will show the amount of business transacted on the floor of the St. Louis Stock Exchange for the year 1906, sales of the respective classes of securities being listed as follows:

	SHARES.	AMOUNT.
Banks.....	7,493	\$ 2,322,055.75
Trust Companies.....	9,468	1,978,551.25
Miscellaneous Stocks.....	30,469.94	1,177,293.76
Mining Stocks.....	15,646	47,410.32
TOTAL.....	63,076.94	\$ 5,525,311.08
United Railways Common.....	17,214	\$ 866,950.50
United Railways Preferred.....	22,724	1,900,802.25
TOTAL.....	103,014.94	\$ 8,293,063.83
Bonds.....	1,822,050	\$ 1,674,676.97
Brown Bros. Syn. Sub.....	546,311.20	9,396.86
TOTAL BONDS AND STOCKS.....		\$ 9,977,137.66
Total Stocks.....	103,014.94	\$ 8,293,063.83
Total Bonds.....	1,822,050	\$ 1,674,676.97
Brown Bros. Syn. Sub.....	546,311.20	\$ 9,396.86

MANUFACTURING INDUSTRIES IN ST. LOUIS IN 1906.

By E. J. TROY, Secretary St. Louis Manufacturers' Association.

From statistics in course of compilation by the State Bureau of Labor and from other reliable sources, information has been secured which justify placing the total value of the manufactured product of St. Louis for the year 1906, on a conservative estimate, at \$296,698,036, or 15 per cent greater than the total for the preceding year.

The official tabulation of the increase in manufactured output by specified industries will not be available for at least six months, but the phenomenal growth in the demand for the product of St. Louis manufacturing establishments is not confined to any particular lines of trade, but is general and the exultant prospect is felt in every branch of the manufacturing interests of the city's commercial activity.

The State Bureau of Labor has recently made public statistics of the output of St. Louis manufacturing industries for 1905 and the figures indicate the tremendous forward strides the City is making as a manufacturing center of the United States.

The total value of the manufactured product of St. Louis was \$257,998,293, while the value of the materials used in the manufacture of these products reached a total of \$146,540,831. The total amount of wages paid was \$51,403,696. The number of male employes was 79,426; female employes, 33,218, making a total of 112,644. The total number of manufacturies was 2,600, while the capital invested reached a total of \$184,165,830. The value of grounds for manufacturing purposes is estimated at \$14,422,256; value of buildings \$28,707,758, while the value of machinery reached a total of \$50,647,032.

The total value of the manufactured product of Missouri for 1905, as given by the Federal report for the same year, showed an output of \$439,548,957, while the State Bureau of Labor, compiled a year later, places the figures at \$459,092,607, a gain of 20 millions. The figures of the Labor Bureau were compiled with the utmost accuracy and after the receipt of complete returns for the year are thought by manufacturers to be as nearly exact as it is possible to be in such matters.

The supremacy of St. Louis as a manufacturing center is acknowledged by the world, and the fact that St. Louis embraces in her manufacturing interests the largest individual manufacturing plants of any city in the world is well known. The St. Louis Manufacturers' Association has been instrumental in securing this result.

Not satisfied with the eminent position occupied by St. Louis as the fourth city of the United States in the value of its manufactures,

an effort will be made by the manufacturing interests of the city, through the St. Louis Manufacturers' Association, to place St. Louis to the front as the premier manufacturing city of the United States.

The growth of the city's industry has been marked by long forward strides, which have not been the result of carefully made plans and have been the logical result of capital within and without the city taking advantage of the wonderful opportunities for manufacturing industries presented by the growth of the great Southwest.

The manufacturing interests have taken on such enormous proportions that to secure the best results a definite plan should be followed in the further development of the city's wonderful manufacturing activity.

The St. Louis Manufacturers' Association, representing all the large and prosperous manufacturing interests of St. Louis, have mapped a plan of campaign which will bring to St. Louis every line of manufacture that is represented in the trade of the wholesale and retail mercantile establishments of the city.

The plan will eliminate the difficulty arising from the establishment of manufacturing concerns in lines already well represented and will secure what is most needed by the city in the manufacture of commodities not now made in the city.

This one feature of the work of the Manufacturers' Association is expected to add to the total value of St. Louis manufactures within the next year several millions of dollars.

MANUFACTURING INTERESTS, THE FOUNDATION.

The most substantial growth of the city depends on the growth and development of its manufacturing industries. With the introduction of new industries, new people are brought to the city and the subsequent growth of the industry provides the largest factor in the increased demand for labor at good wages.

The manufacturing industries of the city are to-day responsible for large increases in the population of the city and provides the safest foundation for a stable and ever increasing prosperity.

The demand for skilled labor in many branches of manufacture is far in excess of the supply and a systematic plan of securing the workers required may soon become a necessity in order to furnish the expert help that is required in the extension of St. Louis manufactures. A peculiar phase of the case is that this shortage exists in the face of the fact that employers are ungrudgingly paying higher wages than at any other period of the city's history, and in many instances wages are voluntarily advanced.

The St. Louis Manufacturers' Association officers are in close touch with this necessity of the local manufacturers and the plans of the Association for the coming year include provision for this contingency.

The reduction in the water rates secured for manufacturers through this Association, is still in force and resulted, according to the statement of a city official, in a saving to manufacturers of over \$291,000 in the past year.

The past few years have seen an enormous activity in the building of office buildings and residences, and the next year is expected to witness the beginning of an era of factory building activity.

A model building for manufacturing purposes is being projected by the St. Louis Manufacturers' Association and its erection is expected to be followed by many others on the general outline of the model.

The proposed structure will include a single power and heating plant for a building of four or five stories, so arranged as to accommodate several different manufacturing concerns.

The idea of the new building is to provide manufacturing concerns desiring to locate in this city all the advantages of a complete power plant with economy of service and small space. The plan has met with large success in an eastern manufacturing center.

The essential reason for the existence of the St. Louis Manufacturers' Association is to encourage the establishment in St. Louis of every branch of manufacture, and the present campaign of the officers of the Association is to provide manufacturies to receive the raw material of all kinds from the South and West and convert in St. Louis into the finished product and return it whence it came. In other words, the aim of the officers of the St. Louis Manufacturers' Association is to make St. Louis the manufacturing center of the United States.

REAL ESTATE.

From the Annual Report of SIDNEY SCHIELE, Secretary Real Estate Exchange.

Surpassing the most sanguine expectations voiced one year ago in this annual report, the City of St. Louis has enjoyed a most remarkable twelve months of civic welfare and prosperity. The various activities in real estate which were slowly gathering, following the holding of the Louisiana Purchase Exposition in 1904, have been intensified and stimulated by one of the most remarkable building movements ever witnessed in this country.

The demand for real estate, evidenced during the latter half of the preceding year, converged during the beginning of the new year in a simultaneous and insistent inquiry for lots for business and residential purposes. With the passing of the amendments to the city's charter, assuring municipal improvements upon a most progressive and altogether splendid scale, a new impetus was given to the market, and the latter part of the year was distinguished by a succession of transactions in all portions of the city, evincing a permanence and solidity which was fairly phenomenal. Of the many features which have given unusual interest may be mentioned first and foremost, the accretions of downtown property values. This has resulted from distinctly a natural cause. St. Louisians themselves have apparently only awakened to the knowledge of the sur-

prisingly low prices obtaining for holdings in even the central portions of the city. While there has been concomitantly a very sharp broadening in the wholesale and retail districts, this has been entirely healthy, being due to an extension of business activities based on the great material prosperity which has governed the country and particularly this section of it. Nor has there been a very material change in the base of these business sections, the boundaries merely having been enlarged and modified. This is shown, for example, in the acquisition of property as far west as Eighteenth street on the part of many wholesale concerns.

Magnificent structures dedicated to building enterprises and constituting real additions to the city's architectural beauty, have supplanted, in some instances, neighborhoods formerly identified with the noblest historical recollections. Great mansions occupied formerly by the founders of St. Louis have given away before the westward sweep of these great construction activities. Detailed reference will be found in the accompanying tables of the developments of the year.

TRANSFERS.

While the number of transfers of real estate nearly equalled the great record of 1905, the recorded aggregate valuations fall somewhat short this year. This is accounted for, however, by the fact that special considerations have dictated, in a number of instances, the placing of a merely nominal figure in the deeds. This is in accordance with the system adopted in some States, notably New York, and which has recently been in vogue here.

The following compilations of actual figures (by months), for the year 1906, as contrasted with the same period in the preceding year, will give a precise idea of the scope of operations:

1905.			1906.		
	Number.	Amount.		Number.	Amount.
January.....	846	\$ 4,491,195	January.....	1,084	\$ 5,792,754
February.....	854	5,894,707	February.....	993	4,629,095
March.....	1,410	7,825,490	March.....	1,194	8,476,598
April.....	1,550	7,283,788	April.....	1,349	7,301,450
May.....	1,597	9,618,581	May.....	1,525	5,517,998
June.....	1,543	9,520,314	June.....	1,431	*11,288,707
July.....	1,503	6,670,320	July.....	1,466	6,417,187
August.....	1,240	4,497,810	August.....	1,333	4,618,807
September.....	1,250	4,253,111	September.....	1,225	3,509,519
October.....	1,354	4,721,754	October.....	1,423	5,250,507
November.....	1,170	6,836,199	November.....	1,128	4,520,507
December.....	1,105	7,883,062	December.....	978	3,341,102
Total.....	15,422	\$79,496,331	Total.....	15,129	\$70,663,880

*Including assignment of leasehold from the Century Building Co., to the Syndicate Trust Co., \$5,000,000.

ST. LOUIS HEAVY INVESTORS.

While, to some extent, outsiders were largely concerned in the leading investment in St. Louis in real estate in 1905, a notable incident of the closing year was the purchase of real estate by St. Louis buyers, both large and small. In the downtown portions, this was shown by a period of extensive buying by great corporate, institutional and private investors. Men of acknowledged judgment and keen insight have figured in either

initial transactions of great moment, or have added heavily to their previous holdings. While many purchases of the character mentioned have been referred to as purely speculative, subsequent developments have proven them to be founded on a rock-ribbed confidence, born of a thorough analysis of the marvelous future of the very city itself.

While men of this type have been to some extent leaders in their operations, the buyer of less ample means has not been slow to take heed. The result is very clearly shown in a surprising enhancement of quotations in outlying divisions of the city. Practically new business sections have been created—numerous successful subdivisions have been created, and splendid residence thoroughfares have been built, adding to the charm and attractiveness of many portions of St. Louis.

The home buyer, too, has been in evidence. With perhaps a few hundred dollars, a truly modest but none the less commendable beginning, a foundation has been started in any number of cases, which will all tend to enable this city to retain its fair reputation as one of the home cities of the country. In fact, at the present time it is excelled in this respect by but one place, the city of Philadelphia.

Investigation also shows that the buyers of moderate investment properties, particularly the four-family flat buildings, stores, and the like, have been very numerous. The fine investment yield upon purchases of this character has been a very interesting feature.

DEEDS OF TRUST.

Towards the close of the year, hardening interest rates exerted some effect in the real estate market. This, however, while to some extent a restrictive influence, has been most pronounced in preventing those very evils which usually prove the bane of a legitimate advance in realty values. It is, in fine, a practical insurance against the tendency to overbuild in isolated portions of the city and to this extent may be considered a check to indiscriminate building ventures.

At the same time, there has been throughout the year a substantial amount of funds for building operations of undoubted worth and merit. The average for the year in interest rates has been a trifle above that of 1905.

1905.			1906.		
	Number.	Amount.		Number.	Amount.
January.....	675	\$ 3,120,223	January.....	796	\$ 3,907,411
February.....	551	2,791,215	February.....	674	3,559,756
March.....	928	3,129,668	March.....	886	3,672,581
April.....	1,155	5,365,859	April.....	984	3,670,494
May.....	1,100	5,484,660	May.....	1,131	3,974,637
June.....	1,109	5,998,298	June.....	1,100	†25,460,632
July.....	1,124	*10,239,456	July.....	1,136	7,758,497
August.....	1,021	4,023,910	August.....	1,153	3,945,844
September.....	943	3,051,622	September.....	1,005	2,686,612
October.....	1,075	3,618,135	October.....	1,204	3,832,292
November.....	1,017	4,214,074	November.....	926	5,447,623
December.....	952	6,142,778	December.....	874	4,744,709
Total.....	11,650	\$57,179,898	Total.....	11,869	\$72,650,088

*Including Bond Mortgage of the Kinloch Long Distance Telephone Co., to the American Trust & Savings Bank, et al, \$5,000,000, July 13th, 1905.

†Including Bond Mortgage of the Missouri, Kansas & Texas R. R., to the New York Trust Co., \$20,000,000, June 20th, 1906

RENTING.

One of the really remarkable points brought forth in the past year has been the large increase in available renting space, which has in practically all cases been occupied as quickly as possible and, in times without number, has been contracted for prior to completion. This is an outgrowth of conditions and the fact that rents have advanced in St. Louis has been conclusively proven to have been owing to circumstances which exist everywhere. The law of supply and demand has been chiefly responsible and willing critics neglect to take into consideration this potential force.

Evidences are accumulating that within the next few months even greater facilities will be offered for tenants and that while St. Louis at the present time is admittedly not in the class of certain other cities of even smaller population in the matter of steam-heated apartments of low priced cost, that even this feature will be changed in due course.

THE YEAR IN BUILDING.

BUILDING PERMITS.

1905.			1906.		
	Number.	Amount.		Number.	Amount.
January.....	273	\$ 999,884	January.....	574	\$ 1,743,556
February.....	353	1,275,122	February.....	535	1,636,263
March.....	1,010	3,012,416	March.....	669	1,933,336
April.....	834	2,983,008	April.....	829	4,459,715
May.....	759	1,886,447	May.....	904	2,163,255
June.....	678	2,163,148	June.....	830	3,010,668
July.....	764	2,374,395	July.....	876	3,358,779
August.....	827	1,856,430	August.....	948	2,233,900
September.....	826	1,689,765	September.....	912	2,031,069
October.....	782	1,596,883	October.....	853	2,853,976
November.....	660	2,885,537	November.....	660	2,350,071
December.....	499	1,212,029	December.....	398	2,163,105
Total.....	8,265	\$23,434,564	Total.....	8,988	\$29,938,693

Despite the higher cost of labor and material, 1906 has been a record breaking year in St. Louis building. The total valuation of operations is approximately \$30,000,000 and it is particularly noteworthy that the character of a large amount of this work has been of the most costly and enduring examples. The splendid business monuments now being erected as well as many of the structures designed for other purposes represent outlays far ahead of the first costs, stated usually in the permits granted.

An unfailing index to the material position of any community is furnished by its assessed valuations. Judged by this inflexible standard, the progress of the city in the past year has been very substantial, indeed. In fact, last year's increase was one of the best ever shown, being about \$30,000,000, or six per cent. On the basis of the tax rate for 1906, which was \$2.10 on the \$100.00 valuation, the property owners of this city will pay into the Municipal, State and Public School Treasury this year almost \$10,000,00.

As showing the continual growth of the property values, the following tabulation of assessments, covering 29 years, are as follows:

ASSESSMENTS.

1877.....	\$181,345,560	1900.....	\$380,779,280
1880.....	160,493,000	1901.....	394,722,700
1885.....	207,910,350	1902.....	418,046,300
1890.....	248,827,830	1903.....	443,865,560
1895.....	330,486,640	1904.....	458,913,610
1897.....	344,749,700	1905.....	468,903,700
1898.....	360,518,660	1906.....	497,287,355
1899.....	374,588,490		

THE COMING YEAR,

One does not have to be endowed with the prophetic foresight to realize that the future of St. Louis for many years to come is not problematic. In fact, it can be asserted with every degree of safety and prudence that the greatest and most appreciable gains will be made by the St. Louis of the future.

With the various business organizations of the city co-operating in their positions of stewardship of the best interest of the people and a careful and conservative continuation of the splendid results of the past year, we may look forward with a confidence born of firm conviction and proven experience to the year 1907.

THE SHOE TRADE.

From the Shoe and Leather Gazette.

In 1906 Total Sales \$58,549,740; Shipments 1,418,147 Cases.

The total shoe trade of St. Louis in 1906 was \$53,549,740.34, as compared with \$48,137,703 in 1905, an increase of \$5,412,037.34.

The shipments from St. Louis in 1906 were 1,418,147 cases, in 1905 they were 1,350,614 cases. This shows a gain of 67,533 cases. The gain of nearly five and one-half million dollars in the total trade of the market is represented in part by the increase in the number of cases shipped, and in part also by the increase in price which has taken place during the past year.

The above figures include both the shoes which were made in the St. Louis factories and those which were made in other cities but purchased by St. Louis manufacturers and sold at wholesale to the local houses.

Both in the number of cases shipped and in the value of the shoes distributed by the shoe manufacturer to the retail dealer, St. Louis continues decidedly in the lead of all the shoe manufacturing and jobbing cities.

The figures given above are not the retail selling price, but the price at which the shoes were sold by the manufacturer to the retail dealer. They represent the shipments for the year 1906.

During the year 1906, sixteen firms were engaged either in the whole-sale shoe trade or in manufacturing, or in both. Ten firms did both a manufacturing and a jobbing business, four did an exclusive jobbing business, and two did an exclusive manufacturing business.

INCREASED CAPITALIZATION.

The capital employed was \$12,640,000. Changes made in the capital stock at the close of the year 1906 amounted to \$1,750,000 increase, so that during the year 1907 the total capital employed will be \$14,390,000.

Upwards of 700 salesmen traveled from this market last year. The trade territory extended from the New England states westward to the Pacific Coast, with some considerable foreign territory, chiefly in Old Mexico, the West Indies and Philippine Islands. St. Louis shoes were sold, however, in almost every civilized country in the world.

The great bulk of the trade of this market comes from the Mississippi valley, the South Atlantic Coast and the Pacific Coast states.

Several houses cover the territory working from New York state west to the Pacific Coast. Two houses cover New York state, and one St. Louis house is now represented in every state in the United States including the New England states.

The larger houses are gradually extending their territory and increasing their selling force. Three houses will be represented in 1907 by over 100 salesmen for each house, and the total trade of the three largest houses during the past year was in excess of thirty million dollars (\$30,000,000).

Judging from the progress made during the past three years, it looks as if it were not entirely unreasonable to expect that in 1907 the shipments of the four largest houses will amount to forty million dollars.

The large houses, however, do not have a monopoly of the enterprise and rapid development. They have live, aggressive competition from below. There has probably never been a time in the history of this market when all the houses doing business here were better organized for the handling of the trade which they respectively secure.

COMPETITION KEEN BETWEEN SHOE HOUSES.

The competition between the large houses in this market has always been very sharp and continues unabated. This rivalry for business has had a wholesome effect in inducing the St. Louis manufacturer to adopt every possible improvement in making, selling and shipping his product.

One of the most striking features of the trade here is the large stocks carried in the wholesale houses, and the unusual efforts made to give prompt delivery. Each year the mail orders constitute a larger portion of the business. It is not unusual for an order of 50 or 75 cases of assorted kinds, men's, women's and children's shoes to be filled complete the same day the order is received. Probably any one of six or eight of the larger houses receive and fill such orders frequently and are able to fill them complete.

There are several of the larger manufacturers in St. Louis who carry over one million dollars' worth of shoes in stock for the quick filling of

orders, and the total value of the shoes in stock varies from five to seven million dollars' worth.

The last census report, i. e., the report for 1905, placed the total value of all the shoes made in the United States at \$325,000,000. The shoe trade of St. Louis of \$53,549,740.34 is a trifle less than one-sixth of the entire shoe trade of this country, that is, of all the shoes made in the United States, one-sixth are distributed at wholesale from the St. Louis shoe market.

ST. LOUIS SHOE MFG. 1906.

Total Pairs 20,489,203, Value \$33,880,048.49. Made in Local Factories 17,343,221 Pairs, Wholesale Value \$30,036,079.69.

The reports collected from the local St. Louis shoe factories for the year 1906 show that there were made in the factories situated in St. Louis 17,343,221 pairs, valued at wholesale, \$30,036,079.69, and there were made in factories owned and operated by St. Louis manufacturers in outside nearby towns 3,145,982 pairs, valued at \$3,843,968.80, making the total number of pairs 20,489,203 pairs and the total value \$33,880,048.49.

PRODUCT OF ST. LOUIS FACTORIES.

In 1905 there were made in the local factories 16,818,092 pairs, valued at \$26,163,280.20, and in the outside towns, such as Jerseyville, Hannibal, St. Charles, Hermann and Jefferson City, 3,143,538 pairs, valued at \$4,300,449.10. The total number of pairs in 1905 being 19,961,630, and the total value \$30,463,729.30. The increase in the total number of pairs made was 527,573, and the increase in the value \$3,416,319.19.

Several large factories were put in operation during the latter part of 1905 and the early part of 1906. These factories were not, in every instance, brought up to the limit of their capacity during 1906, but still they were put in operation, the force has been well organized, and they have, as a matter of fact, contributed a considerable sum to the total for 1906. In 1907, if the business continues to grow as it has, they will make a good many more shoes than they did last year.

Contracts have been let and workmen are busy upon the construction of six new factories which are expected to be finished during 1907. Some of them early enough so that they will be making shoes in them for the filling of orders for fall 1907. The outlook is certainly for a substantial increase during 1907, probably much greater than during 1905 or 1906.

The shipments from Boston to the following outside jobbing centers is here given for the years 1905 and 1906.

	1905	1906
St. Louis.....	580,833	459,659
New York.....	591,141	559,821
Chicago.....	514,128	416,680
Baltimore.....	378,652	300,291
Richmond.....	197,167	205,182
Lynchburg.....	182,041	288,434
Cincinnati.....	126,577	124,372

ST. LOUIS IMPLEMENT AND VEHICLE TRADE.

From Farm Machinery.

The year 1906 has been a very exceptional one for the St. Louis implement and vehicle trade. The bumper crops and the general prosperity caused the volume of business to increase in a way that was unexpected and the books, at the close of the year, showed in most instances a larger amount of trade than any previous year. Dealers, encouraged by the unusual demand for farm machinery, placed heavy orders and in order to meet these promptly the manufacturers were rushed as never before. In many instances plants ran night and day and prospects are that the rush will continue well into 1907.

A notable feature of the year's sales was the indication of a growing demand for the larger lines. Steam plowing outfits were in greater demand than ever, one house reporting the sale of six of these in one week in December. Vehicle men report an exceptional demand for the finer lines of goods.

The Southwest trade was considerably upset for a short period owing to the great rain storms in that section. For a time it appeared that the crops there were to be a failure and that the bright prospects of business would come to naught. Reports to that effect were sent out and for a time matters looked dark. These reports, later developments proved, were much exaggerated. When the wreckage was cleared away it was seen that much had been saved and that the farmers would be able to meet obligations without difficulty.

The car shortage worked considerable annoyance during the latter part of the year and in certain cases tied up plants because of lack of raw materials.

Collections in the St. Louis territory were better than in any previous year. Most of the local managers reported on December 31, that they had practically no open accounts outstanding; that payments had been prompt and this in the face of the fact that the orders were, in most cases, larger than ever.

There were many improvements made in the quarters of the implement and vehicle houses in St. Louis during 1907. Most of these were made to meet the growth of business and to expedite the handling of goods. The new buildings represent a very heavy outlay and give St. Louis some of the most modern and attractive implement and vehicle quarters in the country.

There has been a marked improvement in the standing of this city as a market for light and high grade vehicles as well as for heavy farm wagons, and the sales in both of these lines, which are distinctive in the trade, were heavier than in any previous year.

A marked feature of the situation in both vehicles and implements was the extension of the boundaries of our trade territory. The only obstacle in the way of still greater extension has been the inability of the manufac-

turers, jobbing and transfer houses, to get sufficient cars to carry their shipments. This shipping problem became so annoying and so acute during the year that one of the leading men in the local trade took up the matter with the Interstate Commerce Commission. The results of his work have been some improvement but nothing of a satisfactory nature. It is believed that the strenuous efforts of the local trade, will, however, bring about a change in the situation that will put St. Louis still further to the front in this important line.

Christmas week put a rush finish to the trade of 1906. Every house in the city was busy and the managers all wore the smile that good business and better prospects brings. They reported a bright outlook for 1907, the only fear expressed being to the effect that they might not be able to keep abreast of orders, owing to the increased demand, the scarcity of materials and the car shortage.

FURNITURE.

By GEO. T. PARKER.

St. Louis is said to be the fourth city of the United States in the value of manufactured furniture. Chicago, New York and Grand Rapids outranking her in the order named, but it is also said that in quantity, number of car loads and pieces, she doubtless ranks at the head.

In no previous year in her history has the great Southwest contributed so liberally to the trade of St. Louis. Marvelous developments in population and property wealth, are the record of 1906. An unparalleled business year in the furniture and kindred interests has been the result. Not only to the Southwest, but to all points of the compass has her trade extended.

All factories and dealers have been busy the entire year, there having been hardly a cessation, resulting in a total sales of not far from \$35,000,000.00, of which it is estimated about \$9,500,000.00 was the output of our own factories. For the last six months business has been greatly retarded by the inability to secure cars for shipping, resulting in many cases of an absolute loss of trade. Notwithstanding, the estimate for the increased volume of business is 7 per cent over 1905.

Three new factories have been added during the year, bringing the total number to over fifty. Besides large additions, greatly increasing the output facilities, have been made to old factories.

In the retail line, it is but proper to note especially active seasons, conceded to be caused by the great growth of the city in population and the new habitations to be provided for; many miles of new homes have been built. They are mostly occupied and largely furnished anew.

Probably more noticeable has been the new business buildings placed in commission, and a general tendency of an improvement among business men and houses as to their offices. Nor should be overlooked the splendid

new schools and their equipment, as well as the hospitals and churches. Two department stores, whose furniture and carpet business has been inconsequential, have given greater space to these lines, with the evident intention of featuring these departments.

A former exclusive carpet house has added high class special furniture articles, and two new office outfit concerns have shared in the increased business enjoyed by the older establishments whose departments have each been enlarged.

In no cities of the United States can be found stocks of finer furniture and of greater assortment than in the St. Louis stores. The St. Louis World's Fair had an educating influence upon the people of this section so that they have demanded goods of artistic style and meritorious quality. Being the fourth metropolis of the country, buyers of the best have found it procurable here as readily as in any of the other great cities.

In consequence of the advance in the price of lumber and other materials entering into the cost of furniture, its prices have advanced about 10 per cent. Oak, which has been most freely used, is being imitated by a finish upon birch and elm, this, however, does not extend to the better grades which are still of mahogany and bird's eye maple. Circassian walnut is a wood promising to be in greater evidence. It is finished dull, without the polish, which is also a popular finish for the mahogany. Oak, gum, birch and poplar continue to be the woods most largely used.

A cogent factor in St. Louis as a Furniture Market, is the fact of its being the greatest hardwood lumber market of the country, contributing with cheap coal for fuel to the success of her factories.

Trade was somewhat hampered during the early months of the year by the disposal of World's Fair Hotel furnishings at auction prices, catching many buyers of very cheap lines, whose purchases would have otherwise been from our stocks of new goods.

The workmen have been steadily employed with some increases in their wages, but with little strike trouble, the number of employees in the kindred interest continue to number about 7600.

The census shows that the majority of St. Louis furniture workmen are German or of German parentage, noted for thoroughness and good work; thus has the product of her factories found favor far and near for their excellent results.

On account of the constant demand for goods, it is possible the export business of the year has not increased very materially, more frequent come the orders than formerly from far away countries who have been brought closer commercially by improved transportation facilities.

In the allied lines of coffins, mattresses, varnishes, etc., the trade can be said to have been better than normal.

The car furniture works have found its product in constant demand, extending its business to foreign shores.

Five years of the Permanent St. Louis Furniture Exposition have proved it a most important factor in concentrating orders in this market,

leading to a large mixed car business favorable to the great number of small stores throughout St. Louis territory.

Being the Southwestern metropolis, manufacturers of smaller adjacent cities have found it advantageous to utilize this Exposition as a means of reaching buyers for their lines.

An active year is in prospect for the \$50,000,000.00 or thereabouts of capital employed in these various industries.

GROCERIES.

By ROBERT E. LEE, Editor Eli Grocer.

Grocery conditions in St. Louis during 1906 were of a character to encourage the wholesalers to the belief that this market will eventually become one of the greatest in the country. Throughout the Southwest and West and even in our natural Illinois territory there are located small wholesale grocery houses doing business with their own neighborhoods. This has led to the establishment of many branch St. Louis houses in those territories.

This has led to a lessening of the tonnage into St. Louis of grocery freight, but it has not reduced the total of grocery business for the market, because this business is counted into the St. Louis total.

It is safe to assert that the total of the grocery trade of St. Louis will reach \$70,000,000 for 1906. In this is included the sales of grocers' sundry houses and other sellers of grocery specialties. This is said by conservative jobbers to mean an increase of about 15 per cent for the year over 1905.

The new pure food law, passed in July and in effect on January 1, 1907, had much to do with reducing the volume of sales at the last of the year. This law is exceedingly far reaching in its ramifications and in its provisions and it was so widely exploited in the daily press and in the trade journals that the retailers concluded that it would not be wise to stock up, prior to January 1, 1907, with goods that might come under the ban of the law. The result of this feeling was that during December buying was on a hand to mouth basis and the jobbers were a trifle blue. This feeling has disappeared, however, for the retailers have resumed business on its usual basis, assured that the guarantees of manufacturers and jobbers will fully and amply protect them from the operation of the new law even though the goods they may have on their shelves should prove to be labeled in violation of the provisions of the statutes.

The law has worked a revolution in methods and it is felt by the jobbing trade that it will so clear the markets of cheap and trashy and adulterated goods that the margins of profits will be greater. Naturally they will be on goods of a higher grade and better quality. It is not likely that there will be any general disposition to evade the provisions

of the law, because it is understood that its enforcement by the Department of Agriculture will be rigid as soon as the corps of inspectors get to work.

St. Louis still holds leading place in the coffee world. The statistics show that there was a marked falling off in the receipts of green coffees at the port of New York. This has been brought about by the direct shipments from plantations in Brazil to St. Louis. Thousands of bags are received by St. Louis houses on direct importation from the primary market. We are now supplying our neighboring cities with green coffees. This is in addition to an immense demand that has been built up for advertised brands of St. Louis package coffees. This latter traffic is so great that we are selling St. Louis brands of roasted coffees in New York City, and our coffees are in use on the Pullman car buffet service over the country.

St. Louis holds her place in the rice fields. Owing to advantageous freight rates we are handling a large proportion of the Texas and Louisiana rice crops and are a distributing or primary market for other cities.

There have been no marked fluctuations in sugars during the year. The grocers continue to handle refined sugars on the barest possible margin of profit.

This market has handled great quantities of Southern sugars—the so-called “clarifieds” from the plantations, and is probably the leading market for them.

There have been many fluctuations in canned goods during the year and both canned corn and canned tomatoes, the two great staples, have been in a peculiar position throughout the year. These two lines have, however, adapted themselves to these peculiarities and are now on a steady basis. The trade is now buying them for future delivery, but with fear and trembling, for tomatoes promise to be high and the food law has been interpreted to exclude low grade corn packed with saccharine as a sweetener.

SUGARS.

It will be noted in the table that sugar in barrels has dropped off in both receipts and shipments. This is due to the well known fact that sugars are largely marketed now in sacks. This fact is indicated by the increase in the receipts of “packages” under which head bags would be included. The new food law is to affect the appearance of sugars, if it is enforced as outlined. The refiners have hitherto whitened their granulated by the use of indigo and other bleaches. This will not be permitted, says the Department of Agriculture, and granulated will be apt to take on the yellow tinge of the “brown sugar” of our earlier days. This market still handles large quantities of clarified sugars direct from the plantations, but the crop there was shorter this year than usual and later in arrival.

MOLASSES.

The figures on this line are a little odd in that they show smaller receipts and much heavier shipments. The shipments include a large amount of blended table syrup.

COFFEES.

There is a variation in the figures of both receipts and shipments but this is due to the fact that this market is actually short just as are other primary markets. The shipments would appear much larger under the head of "packages," but for the fact that thousands of cases of coffee are shipped out and tabulated by the railroads as "canned goods." This rating works an injustice to the market on paper but not in actual volume of business.

TEAS.

St. Louis has never been a great market for teas, because the Western section runs largely in its taste for a beverage to coffee. The work done in this section by the India and Ceylon governments has brought the teas of these countries to the front and they are taking the place of the teas of China and Japan to a large extent, because the latter are not advertised save in a desultory way. There was a large carry-over of teas from 1905 which did much to reduce the figures on receipts.

RICE.

There has been a reduction in the receipts and shipments of rice, due to the fact that large lines of this staple are shipped direct to branch houses and to other cities, but for St. Louis account. The happy feature lies in the fact that the money, however, comes to our city. L.S.

GENERAL CONDITIONS.

Stocks are in fairly good shape in wholesalers hands and they are going into the "pure food year" with comparatively few goods that do not meet the letter of the law and none that cannot be brought under its requirements by the use of paster labels.

Collections are said to be particularly satisfactory and the retailers through our territory are in excellent financial condition, due to conservative buying and to close collections on the part of the jobbers.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

YEARS.	MOLASSES.				COFFEE.			RICE.	
	RECEIPTS.		SHIPMENTS.		RECEIPTS.		SHIP'TS	REC'TS.	SHIP'TS
	Bbls.	Kegs.	Bbls.	Cases and Kegs.	Bags.	Sacks and Pkgs.	Pkgs.	Sks & bls	Pkgs.

RECEIPTS, TRA	Year.	Pkgs.
1906	1906	8,885
1905	1905	11,780
1904	1904	27,430
1903	1903	21,680
1902	1902	16,980
1901	1901	21,246
1900	1900	19,845
1899	1899	15,400
1898	1898	27,100
1897	1897	27,112

RECEIPTS, GLUCOSE	Year.	Bbls.
1906	1906	18,715
1905	1905	20,000
1904	1904	48,415
1903	1903	51,059
1902	1902	45,170
1901	1901	48,490
1900	1900	68,100
1899	1899	70,580
1898	1898	48,880
1897	1897	80,221

LUMBER MOVEMENT TO AND FROM ST. LOUIS.

By PAUL J. DAVIDSON, Secretary Lumbermen's Exchange.

Notwithstanding bad weather conditions, which prevailed in the South, and also the car shortage of the past year, with other draw-backs which the manufacturers had to contend with, still the statistical returns for lumber handled at St. Louis, during the year of 1906, established a new high record.

RECEIPTS.

The following is a comparative statement of receipts of lumber at St. Louis during the years 1905 and 1906, expressed in car loads by rail and feet by river as compiled by the Merchants' Exchange:

	1905.		1906.	
	Rail Cars.	River Feet.	Rail Cars.	River Feet.
January.....	9,273		11,407	
February.....	8,139		12,242	
March.....	13,808	652,000	14,151	317,000
April.....	12,663	607,000	13,315	41,000
May.....	13,760	374,000	15,261	113,000
June.....	13,326	205,000	12,015	235,000
July.....	10,834	468,000	12,524	691,000
August.....	12,227	954,000	13,539	796,000
September.....	11,658	597,000	12,680	766,000
October.....	11,249	386,000	11,309	544,000
November.....	9,592	61,000	9,042	365,000
December.....	10,554	114,000	9,256	380,000
Totals.....	‡137,083	4,418,000	146,741	4,248,000

‡ Feet 2,193,360,000.

Reducing the car loads by rail to feet, calling 16,000 feet a carload, it is found the total receipts by rail in 1906 were 2,347,856,000 feet, against 2,192,328,000 feet in 1905. Adding 4,248,000 feet of river receipts gives a grand total for 1906 of 2,352,104,000 feet, against 2,196,746,000 feet in 1905. Thus there was a gain in 1906 over the previous year of 155,358,000 feet. This exhibit is an encouraging one for St. Louis, showing that it is fast reaching toward the rank of first magnitude in the lumber trade.

SHIPMENTS.

As compiled by the Merchants' Exchange:

	1905.		1906.	
	Rail. Cars.	River. Feet.	Rail. Cars.	River. Feet.
January.....	6,187	.....	6,635	.....
February.....	5,917	.....	6,757	.....
March.....	8,490	46,000	8,639	118,000
April.....	7,910	68,000	8,707	188,000
May.....	7,961	125,000	9,774	299,000
June.....	8,211	204,000	8,752	195,000
July.....	6,547	169,000	8,499	184,000
August.....	7,455	154,000	9,054	209,000
September.....	7,169	156,000	8,697	162,000
October.....	7,401	259,000	8,924	191,000
November.....	6,211	126,000	6,952	197,000
December.....	6,529	128,000	6,051	98,000
Totals.....	*85,988	1,435,000	97,441	1,841,000

* Feet 515,928,000.

There were shipped from St. Louis in 1906 97,441 car loads of lumber, which, at 16,000 feet to the carload, amounts to 1,559,056,000 feet, compared to 85,980 carloads, or 1,375,808,000 feet in 1905. Thus shipments in 1906 gained 183,248,000 feet over those of 1905.

Receipts last year exceeded shipments by 637,690,000 feet, that amount being left for local consumption.

The following table shows the amount, in feet, of river receipts as secured at the harbor master's office in St. Louis:

Yellow Pine.....	53,500	Cherry.....	3,600
Poplar.....	941,000	Cedar.....	299,700
Cottonwood.....	839,000	Chestnut.....	41,800
Cypress.....	1,627,800	Elm.....	17,000
Sycamore.....	10,000		
Ash.....	96,900		5,312,800
Oak.....	1,026,000	Logs.....	8,958,800
Walnut.....	5,800		
Gum.....	278,000		14,271,600
Hickory.....	72,400		

This table is interesting as showing the kinds of lumber that arrive at St. Louis by water, mainly from the lower river. It will be seen that cypress receipts are greater than receipts of oak, and that cottonwood and poplar cut a considerable figure in receipts. Only 53,000 feet of yellow pine arrived by river, showing that this great waterway, though penetrating the very heart of the South, does not touch the pine producing fields sufficiently to attract any considerable amount of yellow pine shipments Northward.

Of logs, 9,958,800 feet were floated to St. Louis by water last year, mainly the hardwoods for sawing at the local mills.

Another very pleasing feature of this record for St. Louis lumber traffic is the indicated growth in the consumption power of local market. At 16,000 feet to the car, basis for conversion into feet used elsewhere in this article, this increase signified an expansion of city consumption amounting to 791,207,000 feet.

RECEIPTS OF LUMBER BY RAIL.

As Compiled by the Merchants' Exchange.

NAME OF ROAD.	Cars. 1903.	Cars. 1905.	Cars. 1906.	Cars. 1908.
Chicago & Alton, (Mo. Div.).....	109	81	25	13
Missouri Pacific	8,877	4,650	4,965	5,408
Frisco System.....	15,516	15,140	10,517	4,825
Wabash (West).....	486	273	256	264
Chicago, Rock Island & Pacific	140	97	49	56
Missouri, Kansas & Texas.....	1,844	1,149	1,057	678
St. Louis, Southwestern.....	20,827	19,960	10,160	9,345
St. Louis Iron Mountain & Southern.....	82,108	86,615	48,619	59,985
St. Louis, Iron Mountain & Southern (Ill. Div.).....	80,724	17,785	15,086	1,958
Illinois Central.....	12,874	10,967	12,323	12,197
Louisville, Henderson & St. Louis.....	126	51	128	65
Louisville & Nashville.....	1,289	1,149	1,047	1,944
Mobile & Ohio.....	24,687	24,898	20,754	22,273
Southern Ry.	485	877	478	687
Baltimore & Ohio Southwestern.....	74	107	182	2
Chicago & Alton.....	883	245	289	526
Cleveland, Cincinnati, Chicago & St. Louis ...	124	6	11	26
Vandalia.....	266	125	149	294
Wabash (East)	455	692	690	1,072
Toledo, St. Louis & Western	75	125	145	508
Chicago, Peoria & St. Louis.....	174	275	518	690
Chicago, Burlington & Quincy (East)	801	548	296	582
Chicago, Burlington & Quincy (West).....	692	972	1,147	1,328
St. Louis, Troy & Eastern.....	...	1	.....	.....
Chicago & Eastern Illinois.....	94	701	52	.....
TOTAL.....	146,741	197,088	124,048	126,847

SHIPMENTS OF LUMBER BY RAIL.

As Compiled by the Merchants' Exchange.

NAME OF ROAD.	Cars. 1903.	Cars. 1905.	Cars. 1906.	Cars. 1908.
.....	540	427	877	626
.....	8,962	5,101	6,597	12,302
.....	876	476	2,887	2,247
.....	4,417	4,201	4,001	4,084
.....	500	750	711	861
.....	1,089	1,222	454	987
.....	108	48	17	1
.....	418	648	264	267
.....	122	140	861	96
.....	5,198	2,827	2,290	2,284
.....	86	67	70	46
.....	.....	.....	.....	180
.....	.....	.....	.....	46
.....	.....	.....	.....	606
.....	.....	.....	.....	1,851
.....	.....	.....	.....	3,716
.....	.....	.....	.....	5,804
.....	.....	.....	.....	6,168
.....	.....	.....	.....	17,743
.....	.....	.....	.....	2,588
.....	.....	.....	.....	9,765
.....	.....	.....	.....	8,852
.....	.....	.....	.....	5,409
.....
TOTAL.....	97,441	86,966	78,101	81,572

INTERSTATE MERCHANTS' ASSOCIATION.

By V. O. SAUNDERS, Manager.

The Interstate Merchants' Association, an organization composed of the leading wholesale merchants and manufacturers of St. Louis was organized for the purpose of inducing merchants to come to this market to make their purchases. When this organization started in business some eight years ago there were about three thousand merchants coming to this market.

The persistent and effective efforts of this organization has largely increased the number of buyers who visit St. Louis the Great Commercial Center of the United States. In the year just past, 1906, this organization brought over ten thousand merchants to St. Louis.

When it is considered that these thousands of visitors to the city not only spend large amounts for their entertainment but millions of dollars for merchandise, the work of this organization and the value of it to the commercial interests of St. Louis can be fairly estimated.

The Association holds merchants meetings Spring and Fall of each year. These generally extend over a period of two months. By arrangement with the different passenger associations buyers on certain dates during these meetings can come to the city and return at reduced rates of fare. The great volume of business done in St. Louis through the wholesaler and manufacturer, is largely attributed to the fact that thousands of buyers are brought here through the Interstate Merchants' Association.

This organization twice a year thoroughly circularizes the territory tributary and that, that may be made tributary to St. Louis, announcing dates of meeting and setting forth the advantage of St. Louis as a general market.

They mailed out in January over one hundred thousand circulars giving the dates of meetings for Spring of 1907, and a large attendance is expected.

The territory from which these rates can be used embraces the following states and territories: Arkansas on R. R. west of the Mississippi River, Colorado, Indian Territory, Kansas, Iowa, Minnesota, Missouri, Nebraska, Oklahoma, South Dakota, Texas, Wisconsin, the northern peninsula of Michigan, North Dakota, including Cheyenne, Louisiana West of the Mississippi River, points in New Mexico and Arizona on lines controlled by the Santa Fe and Southern Pacific, including the Pecos System, Santa Fe, Prescott & Phoenix Railway and Southern Kansas Railway of Texas. Besides these they also have rates in Illinois, Indiana and Ohio.

ST. LOUIS MUNICIPAL AFFAIRS.

For the fiscal year ending April 9th, 1906. From the Report of
JAMES Y. PLAYER, Comptroller.

CONDITION OF THE TREASURY.

The balance in the Treasury at the end of the fiscal year, April 9, 1906, was \$6,871,564.60. To this amount is to be added for uncollected special tax bills for the opening, sprinkling and changing grades of streets, and for maintaining boulevards, \$193,629.85, making the total resources of the Treasury \$7,065,194.45. To be charged against this amount is the balance standing to the credit of special funds and accounts aggregating \$4,017,839.99. After deducting this amount from the resources of the Treasury, an unappropriated surplus of \$3,047,354.46 remains, belonging to the respective revenue funds, as follows:

Interest and Public Debt Revenue.....	\$ 392,482 27
Municipal Revenue.....	1,172,685 24
Water Works Revenue.....	1,452,244 16
Harbor Fund.....	29,942 79
	<hr/>
	\$3,047,354 46

REVENUE AND APPROPRIATIONS.

The receipts of the revenue funds for the fiscal year ending April 9, 1906, including unappropriated balances, April 11, 1905, were as follows:

Interest and Public Debt Revenue.....	\$ 2,123,029 18
Municipal Revenue.....	9,867,425 80
Water Works Revenue.....	3,384,350 68
Harbor Fund.....	166,431 37
	<hr/>
	\$15,041,237 03

BONDED DEBT.

At the close of the fiscal year ending April 10th, 1905, the bonded debt of the City was \$22,439,278.30. During the year just closed the Fund Commissioners purchased and cancelled \$950,000.00 of 4 per cent bonds maturing June 1, 1905, which were issued June 1, 1885, to pay a judgment rendered against the City in favor of the St. Louis Gas Light Co.; also purchased and cancelled \$245,000.00 of 6 per cent bonds issued April 10, 1866, for the purchase of City Block No. 121, now used as a site for Union Market; also purchased and cancelled \$25,000.00 of 3.65 per cent Water Bonds, issued June 25, 1887, and maturing June 25, 1907;

also purchased and cancelled \$200,000.00 World's Fair Bonds due April 1, 1922, thus reducing the bonded debt during the year \$1,420,000.00. The outstanding bonded debt of the City on April 9, 1906, was \$21,019,278.30. The annual interest charges for the year aggregated \$806,419.90—an average rate of 3.836 per cent.

TAXATION.

The assessed valuation of real and personal property for the taxes of 1906 will be, approximately, \$464,013,790.00, of which \$377,566,090.00 is assessed as the valuations of real estate and \$86,447,700.00 as the value of personal property.

The State Board of Equalization assessed the value of railroad, bridge, telegraph, express and street railroad property for the year 1905 at \$30,149,330.00. There is no doubt that the assessment for taxes of 1906 will exceed the previous assessment by one million dollars.

The rates of taxation for 1906 on the \$100.00 valuation are as follows:

For payment of debt and interest (bonds outstanding April 7, 1890)...	\$0.17
For interest and sinking fund, World's Fair bonds.....	.07
For general municipal purposes.....	1.10
Total city.....	\$1.34
For public library.....	.04
Total.....	\$1.38

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. WM W. WILDER,
STATE AUDITOR, JANUARY 1, 1907.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1907 taxes.....	\$1,240,769,894 00
Railroad, Bridge and Telegraph property, including street railway property for 1906 taxes	148,920,925 25
Merchants and Manufacturers, valuation for 1905 taxes (Esti- mated).....	110,000,000 00
Total	<u>\$1,500,290,819 00</u>
Balance in Treasury, December 31, 1905.....	\$ 1,886,450 75
Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1906.....	5,408,778 10
Disbursements during the year 1906, for all purposes.....	4,981,942 81
Balance in Treasury December 31, 1906	<u>2,808,286 04</u>

STATE DEBT, JANUARY 1, 1907.

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

1 School certificate, 6 per cent.....	\$2,909,000 00
6 School certificates, 5 per cent.....	250,000 00
	<u>\$3,159,000 00</u>
1 Seminary certificate, 6 per cent.....	\$ 122,000 00
21 Seminary certificates, 5 per cent.....	1,117,839 42
	<u>\$1,239,839 42</u>
Total School and Seminary fund certificates.....	\$4,398,839 42

MINING INDUSTRIES IN MISSOURI.

By J. W. MARSTELLAR, Secretary Bureau of Mines.

The following is our estimate of the minerals mined during the year 1906:

Lead ore	156,245 tons, valued @	.....	\$10,353,771
Zinc ore	221,179 tons, " "	.....	9,557,879
Coal	3,500,000 tons, " "	.....	5,775,000
Iron ore	176,267 tons, " "	.....	419,140
Baryta	45,570 tons, " "	.....	186,837
Tripoli	6,000 tons, " "	.....	48,000
			<hr/>
			\$26,330,627

The above figures do not by any means cover all that the above character of mining is entitled to. The mixed sulphide ores of Madison county, carrying a good percentage of copper, nickel and cobalt are piled up at four mining plants awaiting treatment. We learn that the new plant and process inaugurated by the North American Lead Company, located at Fredericktown, for the treatment of the ores mentioned, have not only completed its smelter, but have made a very successful run with most gratifying results. The county of Madison has long been noted for its production of nickel and cobalt, but its treatment of sulphide ores heretofore, has not been satisfactory. The completion of this smelter will stimulate the effort to secure more of the ores carrying these valuable metals and greatly increase the value of the same to the operators.

Should the North American Lead Company smelt the ores of the old Mine La Motte Mines, Hudson Valley Lead Co., Madison County Lead and Land Co., in addition to its own product, a very large sum will be added from copper, nickel and cobalt products of Madison county.

The above figures point the fact that the lead ore production for the first time in many years exceeds that of zinc ore. Had the entire lead ore product of the state sold for the same price that the Joplin district averaged for its lead, an increase in the value of lead could be recorded amounting to almost two million dollars. While the value of lead ore has increased in Southeast Missouri, still there appears to be a difference of \$15.00 per ton between that section and the Southwest district. The average price for lead ore in the Southeast was about \$63.00 per ton, while that of the Southwest district averaged a little in excess of \$78.00 per ton, and showing a very decided advance as compared with 1905. Zinc ores, while showing a better product for 1906, did not maintain the

good prices obtained during the year 1905, however, the decline in price was not great, and not exceeding \$1.25 per ton, or a little short of \$44.00 per ton.

Coal shows a large falling off as compared with 1905, but this is due to the prolonged strike in the early part of the year. The strike was occasioned by the failure of the representatives of the coal operators and miners to agree upon a scale of prices which holds good until April, 1908. This strike was feared when I wrote you a year ago. This strike was very unfortunate, as it left many mines in a very dangerous condition and we notice an increase in the number of accidents as a result. The current year is not promising from every point and we hope to be able with increased force in our office to give you for the current year a much more satisfactory statement.

POPULATION OF ST. LOUIS.

AREA 62½ SQUARE MILES.

1820	4,900	204,804
1830	5,000	224,287
1840	5,893	253,222
1850	6,997	408,000
1860	8,318	455,000
1870	13,040	451,773
1880	16,400	578,220
1890	34,140	686,800
1900	74,430	621,000
1910	94,000	700,000
1920	125,200	714,300
1930	185,867	730,000

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Personal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1867		\$119,907,000	2.95	....
1868		115,563,140	2.95	....
1869		128,838,480	2.95	....
1870		147,900,000	....	....
1871		159,379,430	2.90	....
1872		169,680,570	2.73	....
1873		180,378,950	2.74	....
1874		173,109,370	2.68.5	....
1875		168,900,000	2.48.5	....
1876		166,441,110	2.43.5	....
1877		181,345,500	2.30	....
1878		173,830,000	2.00	1.35
1879		163,618,930	2.00	1.35
1880		160,493,000	2.00	1.35
1881		167,304,300	2.00	1.35
1882		191,048,450	2.53	1.33
1883		193,563,640	2.55	1.30
1884		210,134,370	2.55	1.30
1885		207,910,350	2.55	1.30
1886		212,371,200	2.55	1.30
1887		217,143,330	2.50	1.30
1888		227,769,900	2.30	1.70
1889		230,338,810	2.30	1.60
1890		243,827,830	2.30	1.60
1891		255,112,000	2.20	1.60
1892		264,518,550	2.05	1.60
1893		267,836,430	2.05	1.67
1894		215,202,500	2.05	1.67
1895		280,486,640	2.05	1.67
1896		245,940,150	2.05	1.67
1897		244,749,700	2.05	1.67
1898		260,516,000	2.05	1.67
1899		274,588,490	1.95	1.67
1900		280,779,200	1.95	1.57
1901		294,723,700	1.90	1.30
1902		418,046,800	1.95	1.95
1903		448,665,500	2.15	2.15
1904		458,918,610	2.19	2.19
1905		468,908,700	2.19	2.19
1906		497,287,800	2.10	2.10

City Assessment \$209,940,110
 Board of Equalization for Railroads, Bridges, Telegraph, Express and
 Street Railroad Property 88,447,000
 Total \$297,387,110
 City Tax, \$1.35; State, 17c; School, 55c. \$2.07

BUILDING IMPROVEMENTS IN 1906.

By JAMES A. SMITH, Commissioner of Public Buildings.

The feature of the year has been the large number of office buildings erected and the increased number and quality of residence buildings erected. A slight decrease is shown in the number of flats, but the City has practically taken its first step in modern high class apartment buildings, several elegant structures of this class were started during the past year; this being a new departure for St. Louis. The increase shown as to the number of permits and the total cost is also very gratifying, but the increase in total frontage is more so. The total frontage being about forty-two miles, as compared with a fraction less than thirty miles in 1905, a gain of over 40 per cent in this direction.

Indications for the coming year are that we will show a material progress in the erection of mercantile and manufacturing buildings.

BUILDING IMPROVEMENTS
STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE
CITY OF ST. LOUIS DURING THE YEAR 1906 AND 1905.

Prepared by JAMES A. SMITH, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

1906.			1905.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January	574	\$1,743,556	January	278	\$ 999,884
February	555	1,636,122	February	353	1,275,122
March	669	1,933,836	March	1,030	3,012,416
April	829	4,459,715	April	834	2,963,178
May	904	2,163,255	May	759	1,886,447
June	888	3,010,668	June	678	2,163,148
July	876	3,358,779	July	764	2,374,395
August	948	2,233,900	August	827	1,856,430
September	912	2,031,069	September	826	1,689,765
October	853	2,853,976	October	782	1,596,333
November	660	2,351,071	November	660	2,385,537
December	398	2,163,105	December	499	1,212,029
Totals	8,968	\$29,938,693	Totals	8,235	\$23,434,734

BUILDING PERMITS ISSUED FOR TWENTY-THREE YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1906	4,142	4,846	8,988	\$29,938,693
1905	3,971	4,314	8,285	23,434,734
1904	2,654	3,306	5,960	14,075,794
1903	2,177	2,625	4,802	14,544,430
1902	2,268	2,236	4,502	12,854,085
1901	1,898	1,824	3,722	13,207,991
1900	1,330	1,193	2,513	5,916,984
1899	1,539	961	2,500	8,249,565
1898	1,861	796	2,657	7,833,839
1897	2,549	771	3,320	9,471,640
1896	2,343	686	3,029	10,034,903
1895	2,862	780	3,642	14,331,060
1894	2,977	876	3,853	11,344,700
1893	2,743	1,069	3,812	12,357,667
1892	3,496	1,236	4,732	16,976,978
1891	2,976	1,459	4,435	13,259,950
1890	2,665	1,329	3,994	13,652,700
1889	2,453	1,091	3,544	9,765,700
1888	2,145	841	2,986	8,029,501
1887	1,342	643	1,985	8,162,914
1886	1,733	491	2,224	7,030,319
1885	2,160	510	2,670	7,376,519
1884	1,969	620	2,589	7,316,685

CUSTOM HOUSE TRANSACTIONS, 1906.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1906, showing foreign value and duty paid.

CHAS. F. GALLENKAMP,
Surveyor of Customs.

COMMODITIES.	Value.	Duty.
Art Works.....	\$ 17,724 00	\$ 2,898 00
Books and Printed Matter.....	20,060 00	5,012 29
Brushes.....	15,448 00	6,179 20
Burlaps and Bagging.....	598,126 00	141,654 90
Chemicals and Drugs.....	204,551 00	78,548 21
China and Earthenware.....	111,112 00	63,744 86
Outlery.....	48,215 00	26,085 98
Fire Arms.....	15,974 00	8,717 95
Fish.....	98,766 00	18,408 89
Free Goods.....	627,185 00	.....
Glassware.....	20,561 00	12,104 54
Glass, Window and Plate.....	876,862 00	125,205 27
Hops.....	186,096 00	67,948 86
Jewelry and Precious Stones.....	99,894 00	12,924 51
Manufactures, Cork.....	107,814 00	24,975 85
" Cotton.....	919,879 00	518,220 95
" Flax.....	828,085 00	188,812 81
" Leather.....	186,651 00	55,825 78
" Metal.....	180,042 00	42,881 20
" Paper.....	71,829 00	18,277 99
" Silk.....	168,042 00	96,806 26
" Wood.....	26,160 00	9,108 69
" Wool.....	60,181 00	45,984 18
Marble and Stone.....	14,707 00	7,725 49
Miscellaneous.....	567,444 00	226,411 59
Oil Cloths.....	102,442 00	57,765 27
Paints and Colors.....	20,056 00	5,561 97
Rice, Granulated.....	151,140 00	28,069 75
Spirituons Liquors.....	42,891 00	46,648 50
Straw Matting.....	69,014 00	26,679 87
Tobacco and Olgars.....	100,553 00	184,788 40
Toys.....	84,978 00	12,242 80
Wines, Sparkling.....	81,696 00	17,885 00
Wines, Still.....	67,820 00	26,778 10
Wire.....	310,158 00	129,780 05
Collections from all other sources.....	.....	89,651 19
Total, 1906.....	\$5,885,656 00	\$2,268,157 18
Total, 1905.....	5,143,208 00	2,009,805 25

CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1906.—CHAS. F. GALLENKAMP, SURVEYOR.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1905.....	\$153,823 00	\$124,931 90	.....	.....
January, 1906.....	87,827 00	22,150 84	\$ 36,813 00	\$ 29,578 90
February, "	21,998 00	15,855 72	42,170 00	21,235 21
March, "	25,567 00	17,072 70	15,178 00	13,117 54
April, "	19,887 00	11,898 91	27,255 00	18,549 68
May, "	24,825 00	19,555 50	30,942 00	22,950 18
June, "	88,947 00	21,260 48	28,926 00	20,167 24
July, "	28,993 00	18,779 15	18,762 00	11,859 13
August, "	82,762 00	20,898 78	39,427 00	29,099 92
September, "	14,214 00	9,794 99	16,843 00	14,415 39
October, "	21,847 00	13,441 88	38,257 00	22,812 91
November, "	125,288 00	68,991 82	82,081 00	18,896 94
December, "	44,724 00	26,805 96	123,134 00	66,658 92
TOTALS.....	\$590,702 00	\$390,408 06	\$444,738 00	\$289,240 86
In Warehouse Dec. 31, 1906.....	.....	.....	145,964 00	101,167 20

Statement of Commodities, exported in bond from the Port of St. Louis during the year ending December 31, 1906.

CHAS. F. GALLENKAMP,
Surveyor of Customs.

COMMODITIES.	Gallons.	Yards.	Pounds.	Dozen.	Value.
Beer.....	651,256	.....	.....	.....	\$460,834
Burlaps.....	4,610,475	.....	.....	309,852
Steel Rope.....	919,808	.....	87,813
Dry Plates.....	928,420	.....	157,244
Tobacco.....	117,453	.....	42,865
Listerine.	51,700	.....	12,179
Borax	82,080	.....	2,874
Filtering Paper.....	510	.....	261
Saccharine.....	259	.....	73
Tooth Powder, Paste.....	495	1,118
TOTAL.....	651,256	4,610,475	2,045,280	495	\$1,035,183

ST. LOUIS WEATHER FOR THE YEAR 1906.

By EDWARD H. BOWIE, Local Forecaster, U. S. Weather Bureau.

The mean temperature of the winter months was slightly above the normal owing to an average daily excess of 5.6° during January. In marked contrast, March was unseasonably cold with a mean temperature 3.1° below that of January, and 10.7° below normal. No March since 1873 was so cold. The temperature averaged slightly above the normal during April and May. The average temperature of the summer months was slightly below normal, while that of the fall months was about normal.

The precipitation was above the normal during January, February, March, August, September and November, and below normal during the remainder of the year. July, with a total rainfall of 0.98 inch, or 2.54 inches below normal, was the driest month, and November, with a total rainfall of 4.67 inches, or 1.81 inches above normal, was the wettest month. The total snowfall (unmelted) was 42.0 inches, and the total precipitation was 35.52 inches, or 1.59 inches below normal.

The total wind movement for the year was 91,795 miles, or an average of 10.5 miles per hour. The prevailing wind was from the south, and the maximum velocity was 60 miles per hour, from the northwest, on October 27th.

The total number of clear days was 133; partly cloudy, 100; cloudy, 132; days with rain (0.01 of an inch or more), 106; with snow (0.1 of an inch or more, 22; with hail, 2; with fog, 0; with thunderstorms, 45.

RECORD BY MONTHS.

JANUARY.

The mean temperature for January was 36.8° , or 5.2° above the normal. The highest temperature for the month, was 72° , on the 20th, and the lowest, 11° , on the 9th; the absolute range, 61° ; the greatest daily range, 41° on the 21st. The total precipitation was 3.57 inches, or 1.30 inches above the normal. Snow occurred on the 8th, 11th and 23rd, the total snowfall being 5.0 inches. The prevailing wind was from the southeast, and the maximum velocity was 50 miles per hour, from the southwest, on the 15th. There were 13 clear days, 6 partly cloudy, 12 cloudy and 6 rainy days (days with rain or snow) during the month.

FEBRUARY.

The mean temperature for February, was 32.2° , or 2.0° below normal. The highest temperature during the month was 65° , on the 20th, and the

lowest, 5°, on the 6th. The absolute range in temperature for the month was 60°; greatest daily range, 29° on the 22nd. The total precipitation was 2.92 inches, or 0.10 inch above the normal. Snow occurred on the 4th, 14th, 17th and 26th, and the total amount for the month was 15.9 inches. The prevailing wind was from the southeast, and the maximum velocity was 39 miles per hour, from the southwest on the 24th. There were 13 clear days, 6 partly cloudy, 9 cloudy, and 7 days with rain or snow during the month.

MARCH.

March was decidedly colder than usual, the mean temperature being 33.7°, or 10.0° below the normal. The highest temperature was 63° on the 26th and the lowest, 13° on the 20th. The absolute range was 50°; greatest daily range, 23° on the 20th. The total precipitation was 4.53 inches, or 1.07 inches above the normal. Snow fell on the 11th, 13th, 14th, 15th, 16th, 19th, 23rd, 24th, 29th and 30th, the total fall for the month amounting to 17.5 inches. A thunderstorm occurred on the 8th. The prevailing wind was from the northeast, and the maximum velocity was 39 miles per hour, from the northeast, on the 30th. There were 5 clear days, 5 partly cloudy, 21 cloudy, and 16 days with rain or snow during the month.

APRIL.

The mean temperature for April was 59.8°, or 3.3° above the normal. The highest temperature for the month was 87°, on the 25th, and the lowest, 31° on the 1st; the absolute range was 56°; greatest daily range, 34° on the 24th. The total precipitation was 1.98 inches, or 1.37 inches below the normal. Thunderstorms occurred on the 8th, 9th, 12th, 13th and 30th. The prevailing wind was from the southeast, and the maximum velocity was 42 miles per hour, from the southeast, on the 12th. There were 15 clear days, 7 partly cloudy days, and 8 rainy days during the month.

MAY.

The mean temperature for May was 67.0°, or 0.6° above the normal. The highest temperature was 88°, on the 30th, and the lowest, 40° on the 9th. The absolute range was 48°; greatest daily range, 31° on the 11th. The total rainfall was 2.61 inches, or 1.66 inches below the normal. Thunderstorms occurred on the 1st, 18th, 23rd, 26th, 30th and 31st. The prevailing wind was from the south, and the maximum velocity was 43 miles per hour, from the northwest, on the 1st. There were 12 clear days, 9 partly cloudy, 10 cloudy, and 9 rainy days during the month.

JUNE.

The mean temperature for June was 72.3°, or 2.8° below the normal. The maximum temperature was 92°, on the 28th, and the minimum, 54° on the 14th. The absolute range was 38°; greatest daily range, 24°, on the 22nd. The total rainfall was 2.80 inches, or 1.72 inches below the

normal. Thunderstorms occurred on the 4th, 8th, 18th, 23rd, 24th, 29th and 30th. The prevailing wind was from the southwest, and the maximum velocity was 38 miles per hour, from the northwest, on the 23rd and 29th. There were 11 clear days, 10 partly cloudy, 9 cloudy, and 13 rainy days during the month.

JULY.

The mean temperature for July was 76.5° , or 2.7° below the normal. The maximum temperature was 93° , on the 22nd, and the minimum temperature was 61° , on the 7th. The absolute range was 32° ; greatest daily range, 23° , on the 22nd. The total rainfall was 0.98 inch, or 2.54 inches below the normal. Thunderstorms occurred on the 12th, 13th, 15th, 21st, 22nd and 26th. The prevailing wind was from the northeast, and the maximum velocity was 34 miles per hour, from the northwest, on the 26th. There were 16 clear days, 12 partly cloudy, 3 cloudy, and 6 rainy days during the month.

AUGUST.

The mean temperature for the month was 78.1° , or 0.6° above the normal. The maximum temperature was 93° , on the 2nd, and the minimum temperature, 57° , on the 27th. The absolute range was 36° , and the greatest daily range 24° , on the 29th. The total rainfall was 3.72 inches, or 1.24 inches above the normal. Thunderstorms occurred on the 1st, 3rd, 6th, 7th, 9th, 17th, 18th, 22nd, 23rd and 26th. The prevailing wind was from the southwest, and the maximum velocity was 26 miles per hour, from the southwest on the 9th. There were 12 clear days, 13 partly cloudy, 6 cloudy, and 7 rainy days during the month.

SEPTEMBER.

The mean temperature for September was 73.4° , or 3.1° above the normal. The maximum temperature was 91° , on the 17th, and the minimum, 52° , on the 30th. The absolute range for the month was 39° , and the greatest daily range was 27° , on the 15th. The total rainfall for the month was 4.40 inches, or 1.43 inches above the normal. Thunderstorms occurred on the 2nd, 8th, 12th and 24th. The prevailing wind was from the east, and the maximum velocity was 39 miles, from the northeast, on the 29th. There were 14 clear days, 6 partly cloudy, 10 cloudy, and 9 rainy days during the month.

OCTOBER.

The mean temperature for October was 56.9° , or 1.8° below normal. The maximum temperature was 81° , on the 4th, and the minimum temperature was 30° , on the 31st. The absolute range was 51° , and the greatest daily range was 29° , on the 12th. The total precipitation was 1.25 inches, or 1.09 inches below the normal. There were no thunderstorms during the month. The prevailing wind was from the northeast, and the maximum velocity was 60 miles per hour, from the northwest, on the 27th. There were 9 clear days, 14 partly cloudy, 8 cloudy, and 7 rainy days during the month.

NOVEMBER.

The mean temperature for November was 43.8°, or 1.1° below the normal. The maximum temperature was 72°, on the 5th, and the minimum temperature was 26°, on the 13th. The absolute range was 46°, and the greatest daily range was 25° on the 16th. The total precipitation was 4.67 inches or 1.81 inches above normal. There was one day with snow, the 14th, when 2.0 inches fell. A thunderstorm occurred on the 13th. The prevailing wind was from the southeast, and the maximum velocity was 39 miles per hour, from the west, on the 21st. There were 9 clear days, 6 partly cloudy, 15 cloudy, and 8 days with rain or snow during the month.

DECEMBER.

The mean temperature for December was 36.6°, or 0.7° above the normal. The maximum temperature was 63°, on the 5th, and the minimum, 10°, on the 23rd. The absolute range was 53°, and the greatest daily range was 38°, on the 6th. The total precipitation was 2.09 inches, or 0.16 inch below the normal. Snow occurred on the 17th, 20th, 21st and 25th, and the total snowfall amounted to 1.6 inches. The prevailing wind was from the southeast, and the maximum velocity was 38 miles per hour, from the west, on the 6th. There were 4 clear days, 6 partly cloudy, 21 cloudy, and 10 days with rain or snow during the month.

NORMAL CLIMATIC CONDITIONS AT ST. LOUIS, MO.

Extreme and average climatic condition for each month of the year, compiled from the Weather Bureau records of the last 36 years:

MONTH.	TEMPERATURE			PERC'TGE.		Precipitation in inches.	NUMBER OF DAYS.				Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation	
January	74	—22	31.6	74	44	2.27	11	10	10	9	N. W.
February	78	—16	34.2	74	46	2.82	9	9	10	9	N. W.
March	85	8	48.7	78	47	3.48	9	11	11	11	S. S.
April	91	22	56.5	68	36	3.85	10	11	9	10	S. E.
May	94	22	68.4	69	32	4.77	11	12	8	12	S. S.
June	102	44	75.1	68	30	4.52	10	14	6	11	S. S.
July	107	55	79.2	66	29	3.52	13	13	5	9	S. S.
August	106	52	77.5	68	28	2.48	14	12	5	8	S. S.
September	102	37	70.8	70	30	2.97	14	10	6	7	S. S.
October	91	24	58.7	68	31	2.84	15	10	6	7	S. S.
November	82	8	44.9	71	48	2.86	10	10	10	9	S. S.
December	74	—14	35.9	76	52	2.25	9	10	12	10	S. S.
Normals and Extremes.	107	—22	56.2	70	37	37.11	135	132	98	112	S.

— Indicates temperature below zero.
Maximum temperature 107 degrees July 24th, 1901.
Minimum temperature 22 degrees below zero January 5th, 1894; Absolute range 129 degrees.

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1906.

TAKEN FROM THE RECORDS OF THE U. S. WEATHER BUREAU,
LOCAL OFFICE.

DAY OF MONTH	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....			T		.14	.01						.43
2.....	.54		T		.01				.46			.01
3.....	.42		T		T	T		.18	.20	.25		
4.....		.20	T	.09	.02	.27			.01	.29		T
5.....				.85	.02	.17			T	.02		.86
6.....			.17					.08				
7.....	.20		T	.05		T		2.10			T	
8.....	T		.08	.72		.68		T	.11			
9.....		T	T	.08				.02				T
10.....			.05		T			T				T
11.....	.09		.11	T							T	
12.....			.05	T			T		.09			
13.....	T	.41	.24	.61	T	.15	.28					
14.....	T	.01	.12	T		.09	T				.20	.48
15.....	T	T	T			T	.17			T		T
16.....			.08				.11				.78	.08
17.....		.06								.01	.80	T
18.....			.62		.05	.22		.50		.10	.06	
19.....	T		.82		.09	.02					.60	
20.....	T	.42		.02		.08	T				1.00	.08
21.....	2.10						.02	.04	T		.80	T
22.....	.22						T	T				T
23.....	T	.54	.29	T		.57		T		.54		
24.....		T	.01		T	.58				.04		
25.....			T	T	.48			T			T	.01
26.....		1.28	.86		T		.88	.80	.09			
27.....			T	T	T				.02			.02
28.....					T		.02		1.78			T
29.....			.80	T		.01			1.64		T	.18
30.....			1.52	.11	.08	.05					.45	.51
31.....					1.72							T
Total.....	8.57	2.92	4.58	1.98	3.61	2.80	0.98	3.72	4.40	1.25	4.67	2.09
Departure.....	+1.30	+0.10	+1.07	-1.57	-1.66	-1.72	-2.54	+1.24	+1.43	-1.09	+1.61	-0.16

+Excess. -Deficiency. T indicates precipitation too small to measure.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE LOCAL OFFICE,
U. S. WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1906.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	$\frac{\sum}{31}$
January...Max. ...Min.	41 31	45 36	54 31	35 27	46 24	42 29	45 21	21 13	35 11	44 24	37 32	37 32	39 33	51 36	64 36	89 30	56 31	42 32	63 31	72 63	65 24	24 13	24 12	88 22	44 34	45 30	50 34	48 31	59 35	47 33	41 20	44.9 28.7
February Max. ...Min.	44 22	25 17	47 26	41 13	17 6	19 5	24 7	36 17	28 17	25 13	40 16	33 14	54 29	29 19	24 13	34 13	36 26	57 32	63 38	65 41	52 37	64 35	54 45	56 42	43 33	38 24	30 20	39 19	...	...	40.6 23.8	
March.....Max. ...Min.	56 39	57 40	40 31	31 26	35 23	41 30	44 39	59 37	50 36	43 32	33 20	26 14	35 24	29 23	25 19	24 19	24 14	33 13	29 20	31 13	50 27	35 22	32 23	35 26	47 30	63 41	44 39	41 36	40 33	40 33	46.3 29.1	
April.....Max. ...Min.	52 31	62 39	74 47	67 54	61 47	61 42	71 50	70 50	70 52	65 47	70 47	30 55	38 43	49 44	52 42	57 40	64 46	72 50	78 57	74 53	30 57	61 52	55 45	30 46	37 34	35 31	30 26	33 28	32 26	...	69.1 50.5	
May.....Max. ...Min.	36 33	77 59	30 54	33 56	60 52	56 44	63 42	60 45	62 40	71 52	34 53	32 63	30 67	33 62	34 64	36 65	38 63	35 70	72 57	73 49	30 57	35 63	35 70	36 71	79 66	34 64	39 46	39 44	74 50	38 61	72.8 57.3	
June.....Max. ...Min.	73 64	77 61	30 66	34 64	31 64	39 73	34 74	36 70	38 70	73 64	75 55	73 54	71 55	64 54	75 60	35 65	38 69	36 67	70 62	70 60	30 59	39 65	76 60	69 61	79 62	34 67	39 71	32 73	30 69	36 66	...	30.5 64.1
July.....Max. ...Min.	33 73	35 72	73 65	34 64	32 64	32 63	32 61	32 66	35 69	35 70	30 71	31 71	38 70	33 69	35 63	73 63	33 64	38 67	39 72	34 73	38 73	38 70	32 73	32 74	36 73	38 68	36 72	33 73	31 68	31 70	36 71	38.0 65.0
August...Max. ...Min.	91 73	93 73	39 73	92 73	38 73	37 73	79 71	33 70	36 71	37 70	34 74	37 70	34 64	37 67	33 70	39 71	92 71	92 71	91 74	39 73	32 76	30 73	37 73	39 74	90 73	30 62	71 59	36 62	33 58	36 63	34.8 69.9	
September...Max. ...Min.	33 67	30 67	30 71	75 65	77 63	35 63	36 70	33 70	37 63	30 70	39 74	34 73	74 60	73 53	39 62	91 63	91 63	39 67	36 66	34 62	38 67	32 67	31 60	32 53	73 61	76 65	72 61	71 53	67 53	64 52	...	31.9 64.9
October...Max. ...Min.	63 54	69 50	70 60	31 62	69 52	65 43	73 55	73 54	54 40	46 33	54 36	70 41	73 49	71 53	63 56	69 57	72 56	63 53	63 52	70 52	63 43	72 51	77 52	55 47	66 42	77 53	60 39	46 36	64 33	45 30	43 26	43.9 43.0
November...Max. ...Min.	55 33	60 37	65 43	66 49	72 54	70 53	63 50	61 50	57 47	60 41	44 33	35 30	40 26	37 30	39 33	59 34	55 40	43 35	36 23	35 29	42 23	46 31	50 33	58 33	61 42	42 31	40 23	42 23	46 20	...	50.6 37.0	
December...Max. ...Min.	46 32	44 32	49 37	50 32	63 49	53 20	31 26	31 31	32 45	53 36	40 33	30 34	33 45	30 34	34 23	32 26	32 23	32 20	33 23	33 23	23 15	26 10	29 19	31 24	33 24	43 35	45 30	42 23	30 20	40.3 23.5		

STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS POSTOFFICE DURING 1903, 1904, 1905 AND 1906.

FRANK WYMAN, Postmaster.

REVENUES.

	Receipts.	Expenditures.
1906.....	\$3,702,891.05	\$2,079,481.81
1905	3,470,410.88	1,973,082.93
1904.....	3,568,991.93	1,886,982.39
1903.....	3,111,490.59	1,680,697.06
Increase in receipts, 1906.....		\$ 281,980.22
Increase in net revenue, 1906....		125,531.34

DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN ST. LOUIS.

Total pounds handled in 1906.....	47,975,408
Total pounds handled in 1905.....	44,728,050
Total pounds handled in 1904.....	48,980,169
Total pounds handled in 1903.. ..	41,628,843
Total number pieces outgoing handled in 1906.....	373,789,898
Total number pieces outgoing handled in 1905.....	330,659,050
Total number pieces outgoing handled in 1904.....	365,369,086
Total number pieces outgoing handled in 1903.....	304,907,161

RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.

Total pounds, 1906.....	8,831,464	Total pieces handled, 1906.....	126,744,678
Total pounds, 1905.....	8,788,585	Total pieces handled, 1905.....	121,291,773
Total pounds, 1904.....	9,780,899	Total pieces handled, 1904.....	126,798,802
Total pounds, 1903.....	7,883,716	Total pieces handled, 1903.....	108,807,180

MAIL MATTER COLLECTED AND DELIVERED BY CITY DELIVERY.

Total pounds, 1906.....	23,159,506	Total pieces, 1906	481,013,917
Total pounds, 1905.....	21,054,099	Total pieces, 1905.....	441,880,834
Total pounds 1904.....	25,691,039	Total pieces, 1904.....	488,129,741
Total pounds, 1903.....	24,565,784	Total pieces, 1903.....	466,749,896

LOCAL DROP MAIL.

	1906. Pounds.	1906. Pieces.	1905. Pounds.	1905. Pieces.	1904. Pounds.	1904. Pieces.
Letters	791,651	31,666,040	768,224	30,728,960	944,497	37,779,880
Cards	23,898	3,583,950	22,619	2,732,135	40,665	6,209,725
Circulars.....	221,712	8,868,180	217,800	8,712,000	158,745	6,349,800
Second Class....	216,482	2,381,412	223,814	2,461,954	248,161	2,729,771
Third Class.....	725,034	14,500,680	680,337	13,606,740	414,432	8,288,640

RECEIPTS AND DISPATCH OF REGISTERED MAIL.

Total number, 1906.....	4,907,273
Total number, 1905.....	4,596,824
Total number, 1904.....	4,722,778
Total number, 1903.....	4,010,669

ISSUING AND PAYMENT OF MONEY ORDERS.

	Number.	Amount.
1906.....	1,675,714	13,194,024.04
1905.....	1,628,815	\$12,329,957.82
1904.....	1,789,586	13,766,048.35
1903.....	1,406,489	11,073,684.06

U. S. INTERNAL REVENUE COLLECTIONS

IN THE FIRST DISTRICT OF MISSOURI.

EMDUND B. ALLEN, Collector.

	1901.	1902.	1903.	1904.	1905.	1906.
Lists (penalties, etc.).....	\$ 183,472 82	\$ 144,345 84	73,1 8 1 18	\$ 11,481 07	\$ 18,987 56	\$ 12,664 98
Spirits Stamps.....	120,993 89	48,500 21	45,195 81	48,393 51	44,163 74	46,408 45
Tobacco Stamps.....	8,885,848 82	6,485,205 24	4,852,525 71	3,080,846 01	4,020,533 00	4,294,475 16
Cigar and Cigarette Stamps	192,622 07	173,553 87	187,159 93	192,248 98	166,520 63	161,086 68
Snuff Stamps.....	1,574 19	849 35	635 76	630 06	623 28	542 88
Beer Stamps.....	4,302,891 02	3,422,974 65	2,823,874 72	3,949,951 77	3,042,610 66	3,812,704 50
Special Tax Stamps.....	185,497 10	167,613 92	169,670 50	172,623 00	175,531 84	184,399 86
Playing Cards.....	2 48	5 50	2 20	16 34	4 00	12 00
Mixed Flour.....	62 00	75 00	118 01	167 58	201 00	203 00
Documentary Stamps	494,911 23	127,703 30	3,999 61	40 00	6 25	.....
Proprietary Stamps	122,706 72	12,435 41	.....	.....	.....	.....
Oleomargarine.....	.....	5,615 10	15,199 80	12,516 84	21,540 13	16,325 79
Renovated Butter.....	.....	.....	.....	.....	553 25	929 50
Adulderated Butter.....	.....	.....	.....	.....	.....	5 40
Total.....	\$14,490,053 84	\$10,588,877 39	\$ 8,174,563 22	\$ 7,468,915 16	\$ 7,491,230 94	\$ 8,029,711 20

TRADE AND COMMERCE OF

FIRE RECORD FOR 1906.

As Reported by the St. Louis Fire Department.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses to Companies.	Insurance.	Losses to Companies.
January	\$ 628,750 00	\$ 18,849 00	\$ 830,870 00	\$ 28,188 00
February	887,850 00	67,480 00	516,878 00	199,885 00
March.....	184,250 00	28,853 00	91,150 00	25,811 00
April	260,650 00	80,249 00	153,750 00	71,614 00
May.	387,943 00	18,483 00	284,050 00	58,670 00
June	55,025 00	18,989 00	96,500 00	28,824 00
July.....	55,240 00	27,204 00	125,450 00	12,827 00
August.....	57,845 00	40,785 00	606,200 00	28,132 00
September.....	188,780 00	10,109 00	69,750 00	9,115 00
October.....	817,065 00	89,984 00	207,000 00	55,080 00
November.....	870,400 00	57,702 00	191,100 00	61,844 00
December.....	1,894,400 00	84,979 00	870,990 00	40,295 00
Total	\$5,885,747 00	\$868,874 00	\$8,042,498 00	\$590,455 00

Box Alarms, 1901; Still Alarms, 1186; Second Alarms, 58; Third Alarms, 14; False Alarms, 456.

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS
DURING A NUMBER OF YEARS.

1906*—Not including losses for which no alarms were given, which amounted to \$124,881.00.

RAILROAD TRANSPORTATION.

By J. C. LINCOLN, Commissioner, Traffic Bureau Merchants' Exchange, of St. Louis.

THE CITY OF ST. LOUIS.

As a manufacturing and commercial center, no city in the United States is so advantageously located as the city of St. Louis, occupying the gateway between the East and the West, the North and the South, served by the greatest railway systems in the country with rails diverging in all directions; on the bank of the Mississippi River and in the center of that great watershed served by the Ohio and Missouri Rivers, she is enabled to secure the benefit of water transportation via the Mississippi River and the innumerable streams tributary thereto, which is an inheritance left by nature and which will accrue to her benefit with the improvement of our waterways and their full use for transportation purposes, a fulfillment that will surely result from the present agitation, and the well-known fact that rail transportation is inadequate to take care of the commerce of the country. The advantage of location is not due entirely to transportation facilities, but is aided through the fact that for fuel purposes there are great quantities of coal of excellent quality lying immediately at our door, insuring cheap coal for manufacturing purposes.

COMMERCIAL PROSPERITY.

As generally forecasted, based upon the abundant supply of the crop of 1905 still in the hands of the producer, the good prospects for 1906—long time contracts entered into by the manufacturers—the business of the country transacted during the year 1906 was largely in excess of any previous year, taxing the transportation companies to their utmost to care for the stupendous business offering, and in many cases with marked failure on the part of transportation companies to render to the public adequate services. Particularly has this been the case in the handling of the products of the soil. The City of St. Louis, as has been shown by the annual returns from the financial interests, manufacturers, jobbers and general dealers, has been particularly fortunate, and her strides forward have been unprecedented so that to-day we are standing in the first rank as a manufacturing, jobbing and grain market. During the year, as the result of constant negotiations, many inequalities in rates existing against St. Louis have been adjusted with result of increased receipts from shipments of grain, showing that the changes brought are beginning to bear fruit and we are coming into our natural advantage.

DEVELOPMENT OF THE SOUTH.

The South and Southwest is taking on new and active life, is progressing agriculturally and in manufacturing as no other section of the

country, encouraged by the richness of her soil and the development of her mineral and coal resources, the construction of the Panama Canal is opening up greater future prospects for, and from this section we can expect an increased call for food supplies and manufactured products. The South and Southwest is likewise filling up with cotton and iron mills and other manufacturing industries, increasing the population, which will call upon us for food supplies and with proper nursing should also carry with it a market for our manufacturing and jobbing interests.

RAILROAD CONSTRUCTION IN 1906.

During the year 1906, there was a greater activity in railroad building than in any period since the year 1888, the number of miles constructed during the past year being 6,067 miles. Probably twice as much was under contract, and but for the shortage of labor and scarcity of rails, the actual construction should have been approximately 10,000 miles. Of the new construction, in the states located west of the Mississippi River the new mileage aggregated 4,190 miles, or nearly 70 per cent of the total, and in the states south of the Ohio River and east of the Mississippi Rivers, 1,150 miles, leaving 727 miles to be credited to the states north of the Ohio and east of the Mississippi Rivers. In the Southwest group, which embraces Missouri, Arkansas, Texas, Kansas, Indian Territory and Oklahoma and in the Gulf and Mississippi Valley States were built 2,246 miles, all of which territory is immediately tributary to St. Louis, this being the nearest town of the first magnitude in the proximity of that territory. The greatest mileage, 801 miles, was laid in Texas, the second greatest, 790 miles, in Louisiana, and Arkansas ranks fifth in new construction. There are two important railroads serving a valuable section of this country naturally tributary to St. Louis which do not reach this place with their own rails or through interests that are friendly or controlled. These lines should be attracted to St. Louis by our great volume of business and the markets which through our medium could be opened up to them and the territory they serve. Steps should be taken by our financial interests to cement a close connection with our commercial interests. The year 1906 has been particularly prosperous as affecting the railway companies, for, notwithstanding the increased expenditure for material and labor, the net earnings have been in excess of any previous year. The year 1906 shows out of 223,000 miles of road, only six companies, with an aggregate of 204 miles, had to be placed in the charge of receivers, three of which were terminal lines whose failure was due to local causes and with reorganization plans in prospect. The other three lines were unimportant undertakings.

AGRICULTURE.

According to the report of the Secretary of Agriculture, the farm products of the year 1906 have a farm value of \$6,794,000,000, an increase over 1905 of \$485,000,000. As the production of the farmers is the backbone of our commercial life, it is through this wealth there is set a demand for

manufacturing to keep pace therewith and as the farmer is becoming a generous consumer, it is through that medium we must look for a powerful support to the industrial markets. Corn is the most valuable crop, the estimated value for 1906 notwithstanding the lower value per bushel as compared with 1905, being \$1,100,000,000. The cotton crop, fibre and seed combined therewith stands second, the third in value is hay, wheat fourth, and oats fifth. As St. Louis is located in the very heart of the great agricultural belt its commercial importance as a financial, jobbing and manufacturing point, is fixed.

TERMINAL FACILITIES.

As indicative of the increase in the railway transportation, the total number of cars interchanged by the Terminal Railroad Association, including the Merchants' Terminal, in 1906 was 2,083,075 cars, as against 1,896,244 cars in 1905, the increase 1906 over 1905 was 186,831 cars, or 9.85 per cent. In addition to the freight car movement, over 300 passenger trains containing about 1,500 coaches arrived at and departed from the Union Station daily. It is to be regretted that the terminals afforded have not kept pace with the enormous growth of our business, thus resulting, in times of particular congestion, or excessive movement of any particular class of freight, in unusual delays by reason of inadequate facilities to take care of a surplus of business. It is believed that negotiations now pending between the Municipal Bridge and Terminal Commission and the transportation companies will result in arriving at a solution that will afford the relief so much required. We should here impress upon our manufacturing and shipping interests, in the construction of private terminals for the accommodation of their traffic, to have in mind anticipating future demands, such construction as will afford ample storage, track, and other facilities. A record established of prompt shipment and prompt handling acts as a leverage as no other in the transaction of business.

CAR SHORTAGE.

In no previous year have the shippers experienced such a dearth of cars and a lax movement thereof as during the year 1906. The situation affected the body of our people so generally as to become a National issue, and, based upon a resolution adopted by the United States Senate, is now the subject of an investigation by the Interstate Commerce Commission, which investigation has developed that the alleged car shortage is due to many causes beyond the mere question of lack of cars; namely, insufficient transportation facilities in the way of warehouses, terminals, trackage, improper movement in the switching of cars in and out of terminals, delay in moving cars to loading and unloading points and delay in switching cars when made available for loading. We have no doubt the investigation will lead to many reforms on the part of the railroad management themselves and that such wise suggestions will emanate from the Interstate Commerce Commission as will bring forth fruitful results.

**BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES
FOR 1906,
AND COMPARISON WITH PREVIOUS YEARS.**

AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1906,
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.

				PAL NO.
				3,464
				1,543
				2,964
				5,145
				0,508
				5,800
				7, (NH)
Total tons West to East during 1906				7,824,424
66	66	66	66	1905
66	66	66	66	1904
66	66	66	66	1903
66	66	66	66	1902
66	66	66	66	1901
66	66	66	66	1900
66	66	66	66	1899
66	66	66	66	1898
66	66	66	66	1897
66	66	66	66	1896

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

	BY	CARS.	WAGONS.	TOTAL TONS.
The Eads Bridge.....		174,920	4,127,050	4,927,050
" " By Wagon (estimated).....			500,000	
The Merchants' Bridge.....		95,588		2,808,618
The Wiggins Ferry.....		78,294	2,061,742	2,588,296
" " By Wagon.....			474,554	
The Ivory Ferry.....		27,015		649,918
The Interstate Car Transfer.....		11,558		415,808
The Madison County Ferry.....				57,544
The St. Clair Ferry Co.....				20,000
The Waterloo & Carondelet Turnpike & Ferry Co.....				14,000
Total Tons East to West during 1905.....				10,929,224
" " " " 1906.....				9,658,892
" " " " 1904.....				9,541,764
" " " " 1908.....				9,588,096
" " " " 1902.....				8,948,159
" " " " 1901.....				7,983,580
" " " " 1900.....				6,415,096
" " " " 1899.....				6,659,621
" " " " 1898.....				5,984,588
" " " " 1897.....				5,446,074
" " " " 1896.....				5,096,966
Total both Ways 1905.....				18,258,848
" " " " 1906.....				16,152,776
" " " " 1904.....				15,086,509
" " " " 1908.....				14,908,559
" " " " 1902.....				14,578,924
" " " " 1901.....				12,810,769
" " " " 1900.....				11,840,140
" " " " 1899.....				11,478,737
" " " " 1898.....				10,144,842
" " " " 1897.....				9,089,261
" " " " 1896.....				8,081,411

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS
BY EACH RAILROAD AND RIVER, FOR THREE YEARS.

ROUTE.	1906.	1905.	1904.
Chicago & Alton R. R. (Mo Div.).....	265,541	256,594	267,902
Missouri Pacific R. R.....	2,189,740	1,848,453	1,822,470
St. Louis & San Francisco R. R.	1,278,413	1,177,744	808,868
Wabash Railway (West).....	855,600	588,095	767,585
Chicago, Rock Island & Pacific R. R.....	256,762	239,791	249,639
Missouri, Kansas & Texas R. R.....	450,785	484,581	420,133
St. Louis-Southwestern Ry.....	518,569	543,842	220,178
St. Louis, Iron Mountain & Southern R. R.....	3,083,056	2,681,033	2,341,864
Illinois Central R. R.....	2,089,457	1,818,084	1,867,312
Louisville & Nashville R. R.....	1,154,983	1,000,051	1,894,593
Mobile & Ohio R. R.....	2,863,346	2,219,629	1,796,127
Southern R. R.....	1,186,112	1,154,760	2,136,648
Baltimore & Ohio Southwestern R. R.....	1,486,622	1,088,998	1,022,474
Chicago, Alton & St. Louis R. R. (Main Line)...	421,082	411,402	499,890
Cleveland, Cincinnati, Chicago & St. Louis R. R	568,124	622,718	608,617
Vandalia R. R.....	1,168,089	1,106,702	1,049,296
Wabash Railroad (East).....	1,107,605	1,055,722	993,028
Toledo, St. Louis & Western R. R	772,828	661,855	432,745
Chicago, Peoria & St. Louis R. R.....	543,729	584,359	1,026,408
Chicago, Burlington & Quincy R. R. (East).....	633,049	588,056	451,181
Chicago, Burlington & Quincy R. R. (West).....	1,577,673	1,195,155	1,261,452
Chicago & Eastern Illinois R. R.....	267,898	226,811	83,500
St. Louis, Troy & Eastern R. R.....	879,400	985,872	1,085,068
Litchfield & Madison R. R....	604,145	510,425	.....
Belleville & Southern R. R.....	21,712	88,641	37,003
St. Louis & Belleville Electric Ry.....	378,685	870,086	859,596
St. Louis & O'Fallon Ry.....	957,086	541,591	871,322
East St. Louis & Suburban Ry. Co.	805,222	120,220	.....
Illinois Traction System	6,859	.....	.....
Upper Mississippi River.....	81,140	81,190	25,405
Lower Mississippi River.....	106,670	107,520	182,585
Illinois River.....	14,550	8,725	9,430
Missouri River.....	2,485	8,580	2,685
Ohio River.....	160,120	125,755	102,400
Cumberland and Tennessee Rivers.....	10,935	11,870	18,920
Upper Mississippi River by Rafts.....	1,770	1,210	3,945
Total in Tons	27,620,287	24,205,540	23,615,241
Total by Rail.....	27,292,617	23,915,690	23,319,671
Total by River.....	327,670	289,850	295,570

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR THREE YEARS.

ROUTE.	1906.	1905.	1904.
Chicago & Alton R. R. (Mo. Div.).....	820,480	296,163	285,858
Missouri Pacific R. R.....	1,458,990	1,859,096	1,845,172
St. Louis & San Francisco R. R.....	1,862,508	1,800,619	1,829,301
Wabash Railway (West)	616,893	291,186	274,411
Chicago, Rock Island & Pacific R. R.....	200,228	800,151	149,480
Missouri, Kansas & Texas R. R.....	402,298	880,050	264,289
St. Louis Southwestern Ry.....	178,541	151,115	104,047
St. Louis, Iron Mountain & Southern R. R.....	2,822,626	2,160,966	1,587,992
Illinois Central R. R.....	1,286,818	1,080,580	841,868
Louisville & Nashville R. R.....	552,876	480,074	786,964
Mobile & Ohio R. R.....	1,895,564	1,228,568	1,154,988
Southern R. R.....	1,162,695	957,987	1,182,288
Baltimore & Ohio Southwestern R. R.....	881,944	816,081	290,088
Chicago, Alton & St. Louis R. R. (Main Line).....	487,828	461,626	402,602
Cleveland, Cincinnati, Chicago & St. Louis R. R.....	596,777	454,429	875,808
Vandalia R. R.....	672,565	567,464	498,145
Wabash Railway (East).....	1,200,418	1,050,407	878,270
Toledo, St. Louis & Western R. R.....	628,522	571,967	553,699
Chicago, Peoria & St. Louis R. R.....	519,755	466,807	478,146
Chicago, Burlington & Quincy R. R. (East).....	629,259	458,088	410,859
Chicago, Burlington & Quincy R. R. (West)	1,024,721	751,471	662,902
Chicago & Eastern Illinois R. R.....	196,456	126,417	80,727
Litchfield & Madison R. R.....	78,808	64,851	.....
Illinois Traction System	11,456	.....	.....
Upper Mississippi River.....	36,000	25,730	21,775
Lower Mississippi River.....	34,905	35,295	46,320
Illinois River.....	7,835	6,225	5,605
Missouri River.....	8,565	4,705	2,620
Ohio, Cumberland and Tennessee Rivers.....	6,880	8,620	6 245
Total in Tons.....	17,761,191	15,806,548	13,818,759
Total by Rail.....	17,672,006	15,225,978	13,781,194
Total by River.....	89,185	80,575	82,565

LOCAL AND THROUGH TONNAGE.

	1906.		1905.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local	19,092,725	69.12	16,574,015	68.47
Total tons freight received, through	8,528,062	30.88	7,681,525	31.53
Tons freight received by rail, local	18,764,555	68.75	16,284,165	68.09
Tons freight received by rail, through	8,528,062	31.25	7,681,525	31.91
Tons freight, excluding coal, received by rail, local	11,768,012	59.84	9,958,211	58.00
Tons freight, excluding coal, received by rail, through	7,898,886	40.16	7,145,284	42.00
Tons freight received by rail on east side, local	12,880,921	68.84		
Tons freight received by rail on east side, through	6,255,304	33.66		
Tons freight, excluding coal, received by rail on east side, local	5,829,878	48.67		
Tons freight, excluding coal, received by rail on east side, through	5,621,128	51.83		
Tons freight received by rail on west side, local	6,488,634	78.88		
Tons freight received by rail on west side, through	2,272,758	28.12		

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1906. Tons.	1905. Tons.	1904. Tons.	1903. Tons.
Baltimore & Ohio S. W. R. R.....	855,111	606,641	615,516	679,411
Chicago, Alton & St. L. "			1,732	47,908
O. O. C. & St. Louis "	75,885	166,165	187,240	216,930
Vandalia "	554,991	655,154	626,151	580,035
Illinois Central "	982,578	881,874	982,959	985,811
Wabash "	279,009	821,227	184,800	188,078
Louisville & Nashville "	580,288	495,952	670,588	798,107
Southern "	778,528	789,994	1,114,243	822,234
Mobile & Ohio "	101,471	140,606	178,205	209,840
Toledo, St. L. & Western "	54,414	59,942	57,941	50,974
Chicago, Peoria & St. L. "			898,875	889,393
St. Louis & O'Fallon "	957,086	541,591	871,882	240,980
St. L., I. M. & So. " (Ill. Div.)	141,006	209,195	40,768	6,217
St. L., Belleville & So. "	21,712	88,641	37,008	27,117
St. L., Troy & Eastern "	870,801	922,204	1,076,848	1,010,094
St. L., & Bellev. Electric "	859,215	370,108	859,588	274,446
Chicago & Eastern Ills. "	188,720	122,657		
Litchfield & Madison "	592,602	480,126		
East St. L. & Suburban "	808,852	120,220		
From Ohio River	160,120	125,755	101,200	107,680
Total Tons.....	7,795,839	7,027,950	6,998,982	6,584,785

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1892.....	187,827 tons.	1897.....	172,983 tons.	1902.....	60,944 tons.
1893.....	178,658 "	1898.....	225,606 "	1903.....	165,920 "
1894.....	186,494 "	1899.....	292,118 "	1904.....	158,097 "
1895.....	207,784 "	1900.....	180,550 "	1905.....	158,848 "
1896.....	218,955 "	1901.....	200,797 "	1906.....	174,226 "

Receipts of Anthracite Coal in 1900:	159,208 tons local;	21,843 tons through.
" " " 1901:	198,678 "	7,124 "
" " " 1902:	58,849 "	2,595 "
" " " 1903:	152,765 "	18,155 "
" " " 1904:	148,095 "	7,002 "
" " " 1905:	154,442 "	4,401 "
" " " 1906:	168,895 "	10,831 "

Receipts of Coke, 1901,	212,608 tons.	Receipts of Coke, 1904,	171,162 tons.
" " 1902,	168,600 "	" " 1905,	222,905 "
" " 1903,	205,465 "	" " 1906,	528,400 "

COAL.

By J. S. KUHN, Secretary Devoy & Feuerborn Coal & Coke Co.

The volume of bituminous coal consumed, is a reliable barometer of general business conditions in St. Louis. Light consumption means idle factories; heavy consumption, busy factories. The large increase in bituminous tonnage this year over last, is a reliable indication of greater factory outputs and flourishing business conditions.

A miners' strike interrupted the even flow of the coal trade during 1906. On April 1, the employment agreement between the coal operators and the miners of Illinois, Ohio, Indiana, Pennsylvania and West Virginia, expired. This contract had been in force for two years. In January, 1906, meetings of representatives of the operators and miners were held, to make a new contract. The miners demanded an increase in wages and certain changes in working conditions. The operators were unwilling to accede to the demands, and adjourned meetings held in February and March were fruitless. On April 1, 1906, a strike was declared by the miners, and practically every mine in the State of Illinois was idle. This strike continued over a period of two months, although a few of the coal operators acceded to the demands of the miners' union, and operated their mines.

In anticipation of the strike, St. Louis manufacturers bought and stored large quantities of coal during February and March. This unusually heavy demand caused a marked increase in prices. The city was well prepared for the strike on April 1, and while some of the non-union Kentucky coal (high-priced because of the long railroad haul), was brought in, the quantity was comparatively small.

Prior to June 1st, 1906, the freight rate on bituminous coal, from the inner group of mines to East St. Louis, Ill., was 25 cents per ton, and the rate from East St. Louis to St. Louis, Mo., 30 cents per ton, a total of 55 cents per ton from the mines to St. Louis. On June 1, the railroads made an interstate through rate on coal from this group of mines to St. Louis, Mo., of 60 cents per ton, a net increase of 5 cents per ton.

This increase in freight, and the increase in wages granted the miners at the conclusion of the strike, naturally raised the 1906 prices of coal above those prevailing in 1905. The approximate average prices, paid by large buyers, for Standard coal in car lots, f. o. b. St. Louis, Mo., during 1906, follows: Clean Shaker Screened Lump, \$1.80 per ton; Steam Lump, \$1.70 per ton; Mine Run, \$1.60 per ton; Nut, \$1.35 per ton; Nut Pea and Slack (mixed), \$1.10 per ton.

Coal delivered to residences, ranged from \$2.50 to \$2.87½ per ton for Standard Lump, and from \$2.75 to \$4.00 per ton for High Grade Lump and Egg.

Within the last twelve months, a strong demand has developed for washed coal; the large nut being much desired for domestic uses, and the smaller sizes proving very satisfactory and economical steam producers. Several Washers of large capacity have been erected, but the demand exceeds the supply.

The year's tonnage of anthracite coal shows an increase, but the St. Louis consumption of anthracite appears small when compared with the tonnages consumed in some eastern cities of less population. This may be accounted for by the exceptional cheapness of the bituminous product.

The coke supply has been ample, though at times there were temporary shortages in supply, due to car scarcity. Prices have been steady and normal.

PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST
ST. LOUIS TO NEW YORK DURING 1906.

DATE.	Meats, Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to December 31st.....	85	*20½	41	80

*October 26th to December 31st, 1906, rate on *Grain only via T., St. L. & W. Ry.* to New York, Boston, Philadelphia and Baltimore 2c. cut under rates shown.
Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 8 cents lower than New York.
Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York rates.
Meats to Boston 8 cents higher, to Philadelphia 2 cents and Baltimore 8 cents lower than New York.

CLASS RATES.

	1	2	3	4	5	6
To New York.....	87	75½	58	40½	35	29
To Boston.....	94	81½	63	44½	38	31
To Philadelphia.....	85	78½	56	38½	32	27
To Baltimore.....	84	72½	55	37½	32	26

JANUARY 1ST TO DECEMBER 31ST, 1906.
FROM ST. LOUIS TO NEW YORK.

Meats, per 100 lbs.	Grain and Grain Products.	Flour, per bbl.	Compressed Cotton.
85½	21	42	80½

CLASS RATES.

	1	2	3	4	5	6
To New York.....	89	77½	59	41½	35½	29½
To Boston.....	96	83½	64	45½	38½	31½
To Philadelphia.....	87	75½	57	39½	33½	27½
To Baltimore.....	86	74½	56	38½	32½	26½

December 1st to December 31st, 1906, 1st and 2nd classes 1c lower.

ALL RAIL RATES OF FREIGHT, IN CENTS, FROM ST. LOUIS
TO SOUTHERN CITIES DURING 1906.

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel, C. L.....	22	24	34
Wheat, C. L.....	..	17	17
Other Grain per 100 lbs., C. L.....	12	15	15
Meat packed, per 100 lbs., C. L.....	18	30	30
Meat loose, per 100 lbs., C. L.....	18	30	30
Hay per 100 lbs., C. L.....	12	20	20

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN
FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs.		Per 100 lbs.
1906.....	20.50 cts.	1896.....	23 cts.
1905.....	20.71 "	1895.....	23.57 "
1904.....	21.57 "	1894.....	24.73 "
1903.....	21.25 "	1893.....	23.50 "
1902.....	20.66 "	1892 On Grain.....	26.62 "
1901.....	19.33 "	1891 On Wheat.....	29 "
1900.....	19.33 "	1891 On Corn.....	28½ "
1899 On Grain (except Corn).....	21.95 "	1890 On Wheat.....	27½ "
1899 On Corn.....	20 7-10 "	1890 On Corn.....	28½ "
1898 On Corn.....	20½ "	1889 Except Corn.....	28½ "
1897 On Corn for Export.....	17½ "	1889 On Corn.....	26 "
1897 On Grain.....	23-25 "	1888.....	29½ "

THE RIVERS.

The river traffic of 1906 shows a material gain over both of 1904 and 1905 aggregating 416,855 tons. The increase was principally from the Ohio and the Illinois Rivers.

	1904	1905	1906
Tons received by steamboats and barges.....	291,425	288,640	325,900
Tons received by rafts.....	8,945	1,210	1,770
Tons shipped by steamboats and barges.....	82,565	80,575	89,158
Total	377,935	370,425	416,855

There was a good stage of water in both the upper and lower rivers during 1906. The traffic from above St. Louis closed November 10th. Navigation was practically closed on the lower river about the middle of December, although there were some few arrivals during December, and January, 1907. The passenger traffic on the Mississippi River and tributaries seems to be increasing yearly. The annual report of the steamboat inspectors for the district, embracing from Keokuk to Cairo on the Mississippi, on the Missouri River and on the lower part of the Illinois River, shows that 2,932,000 passengers were carried by the steamboats and ferries during 1906, without loss of life or injury to a passenger.

Mr. Isaac P. Lusk, General Freight and Passenger Agent of the Diamond Jo Line, made the following report of the upper river traffic:

The Upper Mississippi continues to show a fair increase of traffic, both freight and passenger, when the stage of water will permit.

Usually, we commence service between St. Louis and St. Paul about May 1st, but owing to the coal strike in the spring of 1906, and the high price and uncertainty of getting a sufficient quantity of coal, no steamer was started for St. Paul until June 2nd. Considering the short season in 1906, consequent upon the coal strike, the Diamond Jo Line Steamers, carried the largest number of passengers in their history, with the exception of during the year of the Louisiana Purchase Exposition.

There was more than the average amount of rainfall in the Upper Mississippi Valley, consequently there was a fair stage of water during the season of navigation.

Experience has demonstrated the fact that where the passenger traffic is heavy and quick time is necessary and desired, that little freight, especially of the lower and heavy classes, can be carried on passenger steamers economically, therefore, as our passenger business shows a constant increase year by year, it has been the policy of this Company to increase and improve the accommodations for passengers, and to not solicit the lower and heavy classes of freight.

Our large passenger steamers make the trip, St. Louis to St. Paul, in four days, and the return trip in three days, the distance for the round trip being 1458 miles.

Steamers carrying freight only, can be operated much cheaper than steamers carrying freight and passengers, but with the added cargo on a steamer, makes them much deeper, and consequently requires a much better stage of water than for steamers carrying mostly passengers, but until the channel of the Upper Mississippi River is improved so that a better or more uniform stage of water can be assured for the entire season of navigation, there will be no steamers built or run for freight exclusively, on the Upper Mississippi River.

There are numerous small packets running between local points on the Upper Mississippi. They form almost a chain from St. Louis to St. Paul. All of these packets did a good business and most of them report increase in business over previous years.

There is quite a number of steamers engaged solely in the excursion business, running between local points on the upper river, all of which report an increased business.

Capt. D. M. Connors, Superintendent and General Agent of the Lee Line steamers running to Memphis, reports as follows:

As no doubt you are aware of the fact that we keep no record of the tonnage or the number of people carried by the Lee Line steamers in this office, but from what I know and from what I see on the different trips of our steamers in and out, I am satisfied that our last year's business compares very favorably with 1905, as regards to the freight handled in 1906.

Our passenger business has been much better for tickets sold at this end of the line in 1906 than it was in 1905.

I feel that our people are very well satisfied with the business done by the St. Louis Division, between St. Louis and Memphis, Tenn. Our steamers have been very fortunate, as they have not lost or hurt one single passenger for the whole season, or had an accident until the last trip.

Mr. John E. Massengale, Traffic Manager of the Tennessee River Packet Co., gives the following statement of operation of that line:

The year 1906, just closed, has been the best in the history of our company, which we organized just nineteen years ago, hence it warrants our opinion in thinking that the river interests are not entirely gone, and any organized line, given the thought and management of any other business, will give fair returns to its owners.

We still own and operate eight boats on the Tennessee River, three of our largest ones, 1,000 tons each, come through to St. Louis. Have just completed our yearly report and find that we handled to and from St. Louis during the year, 87,288 tons of freight and 21,278 passengers, without an accident to a passenger, or a loss of any kind of freight to either the shipper or receiver. Our receipts of lumber at St. Louis have not been so

large as in former years, this we attribute to the commodity getting scarcer in our territory, more land in cultivation, but our receipts of cotton and peanuts, which are our principal products from that section, have been larger. Our passenger business has been larger, particularly during our excursion season, and taking it as a whole, the year and business has been very satisfactory.

In the short trade below St. Louis a number of steamers were employed most of the year. The traffic on the Illinois River was nearly double that of 1905, and there was a number of arrivals from the Missouri River.

DEPTH OF CHANNEL SOUTHWARD IN 1906.

Navigation practically closed December 17th, 1905, remaining closed to February 19th, 1906, date of first arrival, the steamer Fred. Herold of the Lee Line arrived in port, departing next day, February 20th, for Memphis.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Mississippi and Ohio Pilot Society was as follows:

ST. LOUIS TO CAIRO.

February 20 to 27.....	17	feet.	July 25 to August 2....	7	feet.
March 1 to 15.....	18	"	August 2 to 15.....	9½	"
March 15 to 28.....	9	"	August 15 to 31....	7	"
March 28 to 29.....	17	"	September 1 to 10.....	6	"
April 1 to 14.....	23	"	September 10 to 25.....	7	"
April 14 to 24.....	18	"	September 25 to October 4.....	10	"
April 24 to May 4.....	17	"	October 4 to 15.....	5½	"
May 4 to 15.....	15	"	October 15 to 25.....	5½	"
May 15 to 25.....	12½	"	October 25 to November 1.....	4	"
May 25 to June 5.....	15	"	November 1 to 15.....	6½	"
June 5 to 15.....	18	"	November 15 to 30.....	7	"
June 15 to 25.....	18	"	December 1 to 13.....	7	"
June 25 to July 4.....	18	"	December 13 to 25.....	8½	"
July 4 to 14.....	12½	"	December 25 to 31.....	4	"
July 14 to 25.....	14	"			

CAIRO TO NEW ORLEANS.

January 1 to 14.....	15	feet.	January 1 to 14.....	15	feet.
January 14 to 25.....	16	"	January 14 to 25.....	16	"
January 25 to February 7.....	22½	"	January 25 to February 7.....	22½	"
February 7 to 21.....	18	"	February 7 to 21.....	18	"
February 21 to 28.....	15½	"	February 21 to 28.....	15½	"
February 28 to March 6.....	26	"	February 28 to March 6.....	26	"
March 6 to 23.....	20	"	March 6 to 23.....	20	"
March 23 to April 16.....	26	bottom.	March 23 to April 16.....	26	bottom.
April 16 to 28.....	25	feet.	April 16 to 28.....	25	feet.
April 28 to May 10.....	18½	"	April 28 to May 10.....	18½	"
May 10 to 18.....	15	"	May 10 to 18.....	15	"
May 18 to June 1.....	13	"	May 18 to June 1.....	13	"
June 1 to 15.....	15	"	June 1 to 15.....	15	"
June 15 to 30.....	17	"	June 15 to 30.....	17	"
June 30 to July 10.....	15	"	June 30 to July 10.....	15	"

STAGE OF THE RIVER DURING 1906.

As reported by Lt. Col. CLINTON B. SMARS, Corps of Engineers U. S. A.

During the past year, 1906, the river was obstructed by ice February 8 to 14, and December 20 to 29.

The boats under this office were not in commission and consequently no soundings were made by them January to April, inclusive. During the remainder of the year the following least depths were had:

May.....	9 feet.	Sept.....	7 feet.
June.....	9 "	October.....	6½ "
July.....	9 "	November.....	8 "
August.....	10 "	December 1-10.....	9 "

The depths given for September and October obtained at only one bar during but a short time at each, until a dredge could be placed at work for its deepening.

December 10 the department steamers were put out of commission, December 25 navigation was suspended, all beacon lights being withdrawn.

The river stage throughout the low-water season was almost typical for this section, conforming closely to the average of the past forty-five years.

The city directrix is 33.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1826, and is 412.731 feet above mean tide water of the Gulf of Mexico at Biloxi.

For the past forty-two seasons navigation southward has been suspended by ice as follows:

Winter	1865-66, from December 15th to January 12th.....	27 days
"	1866-67, " December 26th to February 3d.....	38 "
"	1867-68, " January 8th to February 18th.....	40 "
"	1868-69, open all winter.	
"	1869-70, from December 21st to December 28th.....	7 "
"	1870-71, " December 21st to January 23d.....	32 "
"	1871-72, " December 1st to 18th, and from January 30th to Feb. 24th.....	42 "
"	1872-73, from November 29th to January 20th.....	51 "
"	1873-74, open all winter.	
"	1874-75, from December 30th to February 27th.....	58 "
"	1875-76, open all winter.	
"	1876-77, from December 8th to February 5th.....	58 "
"	1877-78, open all winter.	
"	1878-79, from December 16th to January 29th and February 14th to 17th.....	46 "
"	1879-80, from December 17th to December 31st, inclusive.....	15 "
"	1880-81, from November 18th to December 5th, and from December 7th to 14th, and from December 24th to February 18th....	78 "
"	1881-82, open all winter.	
"	1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	59 "
"	1883-84, from Dec. 18 to Feb. 5.....	48 "
"	1884-85, from Dec. 19th to 30th, and 35 days in January and Feb..	47 "
"	1885-86, from Dec. 10 to Dec. 23, and from Jan. 7 to Feb. 16.....	55 "
"	1886-87, from Dec. 1 to Dec. 14 and from Dec. 24 to Jan. 27.....	49 "
"	1887-88, from Dec. 19 to an. 31.....	43 "
"	1888-89, open all winter.	
"	1889-90, open all winter.	
"	1890-91, open all winter.	
"	1891-92, from January 9th to February 1st.....	23 "
"	1892-93, from Dec. 20th to Feb. 15th.....	57 "
"	1893-94, open all winter.	
"	1894-95, from January 1st to March 1st.....	59 "
"	1895-96, open all winter.	
"	1896-97, open all winter.	
"	1897-98, open all winter, but some ice running.	
"	1898-99, from Dec. 7 to 22., Jan 1 to 10, Jan 30 to March 1.....	54 "
"	1899-1900, from Dec. 30th to Jan 13th and 24 days between January 28th and March 4th.....	37 "
"	1900-1901, during February.....	28 "
"	1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to Feb. 28th.....	55 "
"	1902-1903, from Dec. 27th to Jan. 1st, and from Feb. 16th to 23rd..	13 "
"	1903-1904, from December 8th to February 24th.....	77 "
"	1904-1905, from December 16th to March 3rd.....	76 "
"	1905-1906, from February 5th to 19th.....	14 "
"	1906-1907, December 20th to 29th.	

STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1906:

CLASS OF VESSEL.	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Enrolled Wood Steamers.....	63	17,919	16,758
" " Barges (wood).....	6	589	589
" " Iron and Steel Steamers...	8	2,814	2,140
" " Barges (steel)	1	1,162	1,162
Licensed (under 20 tons) Steamers (wood).....	21	258	214
" " " Barges (wood).....	1	16	16
" " " Steamers (iron & steel)	2	56	29
Permanent Enrolled Steam Yachts (wood)	4	870	272
" " " Steam Yachts (iron and steel)	3	274	220
Licensed (under 20 tons) Sail Yachts (wood).....	1	9	8
" " " Steam Yachts (wood)...	5	84	68
Total.....	115	28,551	21,476

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1880..	July 10, 11 and 12.....	25 ft.- 5 in.	1880..	November 29.	2 ft.-10 in.
1881..	May 5.....	33 ft.- 7 in.	1881..	February 4, 5 and 6	7 ft.- 7 in.
1882..	July 5.....	32 ft.- 4 in.	1882..	December 18	2 ft.-10 in.
1883..	June 25	34 ft.- 8 in.	1883..	January 12	4 ft.- 5 in.
1884..	April 9.....	28 ft.- 2 in.	1884..	January 4	8 ft.- 4 in.
1885..	June 17	27 feet.	1885..	December 16 and 17.....	2 ft.- 1 in.
1886..	May 13	27 feet.	1886..	December 4 and 5.....	0 ft.- 0 in.
1887..	April 3	20.5 feet.	1887..	December 26 and 27.....	0.8 feet.
1888..	June 3 and 4.....	29.3 feet.	1888..	January 1	3.5 feet.
1889..	June 1	24.4 feet.	1889..	February 27	2.7 feet.
1890..	June 30.....	20.7 feet.	1890..	December 30 and 31....	2.8 feet.
1891..	July 4	23.7 feet.	1891..	December 6	2.3 feet.
1892..	May 19	26.0 feet.	1892..	December 27	0.2 feet.
1893..	May 3.....	31.5 feet.	1893..	December 9.....	0.0 feet.
1894..	May 12	23.3 feet.	1894..	February 3.....	0.2 feet.
1895..	December 22.....	23.3 feet.	1895..	January 2.....	-0.5 feet.
1896..	May 26.....	27.7 feet.	1896..	December 11.....	3.8 feet.
1897..	May 3.....	31.0 feet.	1897..	December 24.....	0.4 feet.
1898..	May 23.....	27.2 feet.	1898..	December 11.....	0.8 feet.
1899..	April 27.....	25.6 feet.	1899..	February 1.....	0.7 feet.
1900..	March 16	28.4 feet.	1900..	January 2.....	-2.6 feet.
1901..	April 18 and 19.....	22.4 feet.	1901..	December 19.....	-1.3 feet.
1902..	July 26	26.9 feet.	1902..	January 30	-1.2 feet.
1903..	June 10.....	33.0 feet.	1903..	December 18.....	0.6 feet.
1904..	April 30.....	33.6 feet.	1904..	December 31.....	-0.0 feet.†
1905..	September 21	30.2 feet.	1905..	January 1.....	-0.3 feet.
1906..	April 25	26.2 feet.	1906..	December 28.....	3.0 feet.

(-) Indicates below zero of gauge. † At 6 P. M.

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1906.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1906, as determined from the records of the United States Weather Bureau.

MONTH.	Highest.		Date.	Lowest.		Date.
	ft. tenths.			ft. tenths.		
January	16	2	6	6	8	2
February	22	1	28	7	9	13
March	25	7	31	11	4	23
April.....	26	2	15	21	2	30
May.....	22	4	8	13	4	27
June.....	22		25	14	8	1
July.....	20	8	3, 4	11	4	31
August.....	18	6	16	10	1	7
September.....	12	0	29, 30	8	6	16, 17
October.....	13	0	3, 4	5	7	30
November.....	9	6	22, 23	6	1	1
December.....	10	8	27, 8	8	0	28

Highest stage during the year..... 26.2 feet, on April 15th.
Lowest stage during the year..... 3.0 " on December 28th.
Absolute range..... 23.2 "
Greatest monthly range..... 14.3 " in March.
Least monthly range..... 3.4 " in September.
Mean range..... 7.8 "

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1906.

FROM U. S. WEATHER BUREAU RECORDS.

1906.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1	6.9	14.5	22.6	25.5	21.0	14.8	20.1	11.0	10.6	12.2	6.1	9.2
2.....	6.8	14.8	23.0	25.1	21.0	15.5	20.1	10.8	10.1	12.5	6.8	9.4
3.....	7.1	14.5	23.4	24.5	21.0	16.8	20.3	11.1	9.9	13.0	7.2	9.9
4.....	8.3	13.5	22.7	24.0	21.1	16.7	20.3	11.0	9.7	13.0	7.5	10.0
5.....	18.7	12.8	21.5	24.2	20.8	17.5	19.8	10.6	8.4	12.7	7.6	10.0
6.....	16.2	11.8	20.5	24.2	20.8	17.4	19.4	10.4	9.8	11.5	7.7	10.0
7.....	15.6	11.0	19.7	23.8	21.7	18.1	19.1	10.1	9.1	10.4	7.8	10.8
8.....	14.5	10.1	19.2	23.8	22.4	18.7	18.7	10.5	9.0	10.2	8.0	10.8
9.....	18.1	9.8	19.1	24.2	21.7	19.5	18.2	10.4	9.1	9.7	8.1	10.5
10.....	11.5	8.9	19.0	24.4	20.8	20.1	17.6	10.5	9.0	9.4	8.2	10.1
11.....	9.8	8.5	18.5	24.2	20.2	20.2	16.8	11.1	9.2	9.0	8.3	9.7
12.....	9.1	8.2	18.2	23.7	19.5	19.9	16.4	11.2	9.8	8.6	8.4	9.5
13.....	8.4	7.9	17.8	23.6	18.9	19.2	15.9	12.0	9.2	8.3	8.3	9.4
14.....	8.1	8.3	17.3	25.2	18.4	19.1	15.6	12.8	9.1	8.2	8.3	9.1
15.....	7.8	8.4	16.9	23.2	17.8	19.0	15.3	13.5	8.9	8.0	8.4	8.8
16.....	7.8	8.4	16.2	25.7	17.2	18.7	14.9	13.6	8.6	7.9	8.4	8.5
17.....	7.4	8.5	15.5	25.0	16.5	18.3	14.7	13.2	8.6	7.6	8.5	8.0
18.....	7.0	8.8	14.7	24.8	15.9	18.1	14.8	12.4	8.7	7.5	8.6	7.4
19.....	7.1	9.2	14.2	24.6	15.3	18.3	13.9	11.9	8.9	7.4	8.4	6.5
20.....	7.3	9.7	13.6	24.1	15.0	18.6	13.4	12.1	9.2	7.1	8.5	6.2
21.....	7.8	10.0	12.7	23.7	14.6	19.7	13.1	12.2	9.1	6.9	9.0	6.1
22.....	9.8	10.1	12.0	23.2	14.1	20.6	13.0	11.9	9.0	6.8	9.6	6.0
23.....	11.0	11.2	11.4	22.9	13.9	21.2	13.1	11.5	9.0	6.6	9.6	5.5
24.....	13.1	14.0	11.7	22.4	13.7	21.6	13.3	10.8	9.5	6.5	9.4	5.0
25.....	13.6	17.4	12.0	22.1	13.5	21.0	14.5	10.3	10.9	6.3	9.2	4.3
26.....	13.8	19.5	12.2	22.0	13.5	21.1	15.0	10.2	11.3	6.1	9.1	3.7
27.....	13.1	21.1	16.3	21.7	13.4	20.0	14.2	12.4	11.5	6.0	9.0	3.2
28.....	12.7	22.1	22.0	21.5	13.5	19.9	13.5	13.5	11.6	6.0	9.0	3.0
29.....	12.7	.....	23.9	21.4	13.7	20.2	12.9	12.8	12.0	5.8	9.0	3.1
30.....	13.1	.....	25.0	21.2	13.5	20.3	12.3	11.3	12.0	5.7	9.0	3.3
31.....	13.5	.....	25.7	.....	13.7	.....	11.4	11.3	.....	5.8	.....	4.5
Average Stage.	10.5	11.9	13.0	23.8	17.4	19.0	15.3	11.6	9.7	8.5	8.4	7.5

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1906.

ARRIVALS.

1906.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Ohio.	Camb & Tenn.	Total Steam	Barge & Sc's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Miss'p.
January .....	.....	2	.....	.....	.....	.....	2	.....	50	.....
February	1	8	.....	.....	.....	1	5	.....	350	.....
March	16	27	7	1	.....	9	69	50	52,005	.....
April	41	44	6	4	.....	6	108	88	63,725	690
May	58	51	10	5	8	4	181	94	65,020	870
June	55	29	10	4	.....	2	197	81	19,450	68
July	58	58	18	4	.....	6	144	64	56,125	.....
August	61	68	18	5	.....	8	125	20	19,650	150
September	46	25	19	6	.....	6	112	60	25,560	.....
October	44	26	23	5	.....	8	110	15	20,740	.....
November	41	26	11	4	.....	8	95	18	15,825	.....
December	11	17	5	.....	.....	8	86	7	9,850	.....
Total	462	366	128	58	8	57	1,029	417	326,900	1,770

DEPARTURES.

1906.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Tenn.	Ohio	Total Dep'ts	Tons Ship'd
January .....	.....	2	.....	.....	.....	.....	2	.....
February	1	5	.....	.....	.....	.....	6	800
March	17	21	7	2	5	.....	62	5,170
April	41	48	9	4	6	.....	108	8,420
May	63	42	10	5	9	.....	129	10,425
June	56	32	10	4	6	.....	108	8,865
July	60	50	15	4	7	.....	146	12,220
August	60	58	12	5	7	.....	122	13,620
September	54	54	15	5	6	.....	114	10,645
October	41	26	21	6	8	.....	106	9,410
November	48	22	7	1	8	.....	78	7,895
December	11	20	1	.....	5	.....	37	3,525
Total	446	356	117	55	59	.....	1,018	89,185

ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

SHIPMENTS BY RIVER DURING 1906.

ARTICLES.	By Illinois River Boats.	By Missouri River Boats.	By Mem- phis and Way Point Boats.	By Tenn- essee River Boats.	By Upper Miss. River Boats.
Apples, Bbls.....	45	20	2,600	1,150	5,410
Ale and Beer, Pkgs.....	3,280	300	41,180	1,040	10,135
Bagging, Pieces.....	115	.....	1,665	1,485	375
Barbed Wire, Lbs.....	51,950	67,700	395,500	37,300	147,400
Butter, Lbs.....	.....	200	2,290	50	5,890
Bran, Sacks.....	240	20	420	1,965	120
Cattle, Head.....	412	.....	762	8	1,788
Corn, Sacks.....	.....	.....	5,895	6,945	170
Corn Meal, Bbls.....	220	.....	3,095	5,150	90
Cotton, Bales.....	102	.....	3	.....	27
Eggs, Pkgs.....	30	.....	40	.....	70
Flour, Bbls.....	375	255	8,135	7,615	1,380
Hay, Tons.....	110	25	737	232	89
Horses and Mules, Head.....	312	55	2,008	278	763
Hogs, Head.....	225	.....	.....	.....	1,180
Hominy and Grits, Bbls.....	.....	60	290	.....	85
Pork, Bbls.....	.....	10	.....	.....	5
Hams, Lbs.....	2,200	1,000	663,900	61,700	29,125
Meats, Lbs.....	21,200	4,000	1,125,940	230,650	94,100
Lard, Lbs.....	13,600	17,000	626,800	134,040	125,300
Malt, Sacks.....	.....	.....	3,645	.....	.....
Oats, Sacks.....	660	220	16,275	1,905	225
Oats in Bulk, Bu.....	.....	.....	370	.....	.....
Onions, Pkgs.....	450	340	2,185	10	1,505
Potatoes, Pkgs.....	705	715	8,395	100	5,162
Rye, Sacks.....	100	.....	.....	.....	.....
Sheep, Head.....	253	.....	520	.....	269
Tallow, Lbs.....	.....	.....	.....	.....	.....
Tobacco, Hhds.....	.....	.....	10	.....	.....
Tobacco, Manfd., Lbs.....	3,100	13,100	61,965	37,245	64,015
Wheat, Sacks.....	.....	.....	120	160	.....
Whiskey, Bbls.....	185	45	1,827	76	959
White Lead, Lbs.....	117,600	41,500	274,000	35,500	1,179,625
Mdse. and Sundries, Pkgs....	76,160	23,950	449,410	132,045	310,555
Total Tons.....	7,835	3,565	34,905	6,880	36,000

RIVER ACCIDENTS DURING 1906.

JANUARY 2ND: The show boat "Frank" sank on the Lower Mississippi River below Cairo.

JANUARY 22ND. The steamer "Rees Lee," while backing out from the landing at Tiptonville, Tenn., struck a hidden obstruction and sank on the Lower Mississippi River.

MARCH 18TH. The "Jno. A. Wood," towing six barges of coal, one containing 580 tons struck a hidden obstruction and sank on the Lower Mississippi River.

APRIL 16TH: The excursion boat "Louisiana," carrying 400 excursionists, struck a log and sank on the Ohio River.

MAY 3RD: The towboat "Jessie B." struck a snag near Fairview, Ill., and sank on the Ohio River.

JULY 11TH: The steamer "Quincy" struck a snag and sank at Trempealeau, Wis., on the Upper Mississippi River. Loss estimated at about \$8,000.

SEPTEMBER 22ND: Pacific No. 2, towing four barges of coal, one barge containing 14,000 bushels, struck a snag and sank at Palltight, 16 miles below the city, on the Lower Mississippi River; loss, \$8,000.

SEPTEMBER 27TH: Barges containing 27,000 barrels of coal sank at Nine Mile Point, near New Orleans, on the Lower Mississippi River.

SEPTEMBER 28TH: Nineteen barges loaded with coal sank near Natchez, Miss., on the Lower Mississippi River; loss estimated at about \$60,000.

OCTOBER 31ST: The steamer "Charles Curlin" was burned at Caruthersville, Mo., on the Lower Mississippi River.

DECEMBER 10TH: The steamer "W. T. Scovell" blew up and several were killed at Gold Dust Gin on the Lower Mississippi River. The cause was due to a defective boiler plate.

STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1906.

"DIAMOND JO," LINE.

Steamer Sidney,	Upper Mississippi River.
" St. Paul,	" " "
" Dubuque,	" " "
" Quincy,	" " "

EAGLE PACKET COMPANY.

Steamer Spread Eagle,	Upper Mississippi River.
" Bald Eagle,	Illinois River.
" Grey Eagle,	Lower Mississippi River.
" Cape Girardeau,	" " "
" Eagle,	" " "
Tug Echo,	St. Louis Harbor.

LEE LINE.

Steamer Stacker Lee,	Lower Mississippi River.
" Peters Lee,	" " "
" Ferd Herold,	" " "

ST. LOUIS & TENNESSEE RIVER PACKET COMPANY.

Steamer City of Savannah,	Tennessee River.
" City of Saltillo,	" "
" City of Memphis,	" "

ST. LOUIS & CHESTER LINE

Steamer Chester,	Lower Mississippi River.
" Tennessee,	" " "

RYMAN LINE.

Steamer J. B. Richardson,	Upper Mississippi River.
---------------------------	--------------------------

ST. LOUIS & CALHOUN PACKET COMPANY.

Steamer Belle of Calhoun,	Upper Mississippi River.
" India Givens,	" " "

ST. LOUIS & MISSOURI RIVER PACKET COMPANY.

Steamer J. F. Silber and barge,	Missouri River.
---------------------------------	-----------------

BARRETT LINE.

Steamer Beaver,	Lower Mississippi River.
" Katherine,	" " "

MONONGAHELA RIVER CONSOLIDATED COAL & COKE COMPANY.

Towboat Jno. A. Wood,	Ohio River.
" Harry Brown,	" "
" Fred. Hartweg,	" "
" Pacific,	" "

CITY BOATS.

Steamer Mark Twain,	St. Louis Harbor,
" Geo. Gardner,	Chesly Island.

MADISON COUNTY FERRY COMPANY.

Ferryboat Madison,	North Market Street.
" C. S. Greely,	" " "

WIGGINS FERRY COMPANY.

Transferboat Geo. H. Madill,	St. Louis Harbor.
" Henry Sackman,	" "
Tug Henry C. Haarstick,	" "
Ferryboat Samuel B. Wiggins,	" "
" Henry S. Clark,	" "
" Alonzo C. Church,	" "
" Andrew Christy,	" "

INTERSTATE CAR TRANSFER COMPANY.

Transferboat Wm. McClelland,	St. Louis Harbor.
Transfer barge Holbrook,	" "
Tug W. K. Kavanaugh,	" "

ST. CLAIR FERRY & TRANSFER COMPANY.

Ferryboat Florence,	Sidney Street.
---------------------	----------------

WATERLOO-CARONDELET FERRY COMPANY.

Ferryboat Dr. Frederick Hill,	Davis Street.
-------------------------------	---------------

IVORY STATION & MISSOURI PACIFIC R. R. FERRY.

Transferboat James Y. Lockwood,	Ivory Street.
Barge E. S. Jewett	" "

TUGS PLYING IN ST. LOUIS HARBOR.

Colorado,	Colorado Sand and Gravel Co.
Lucius, Jr.,	" "
Reliance,	Consolidated Coal Co.
Susie Hazard,	Illinois Central R. R. Co.
R. E. Carr,	Union Sand Co.
Ida Patton,	Patton Tow Co.

INDEPENDENT PACKETS AND TOWBOATS.

Steamer Gardie Eastman,	Upper Mississippi River.
" Birmingham,	Lower " "
" Moline,	Upper " "
" Russell Lord,	Lower " "
" Peoples Ferry,	Upper " "
" Lora,	Illinois River.
" America,	Tennessee River.
" Fountain City,	Lower Mississippi River.
" Thos. H. Benton,	Missouri River.
" Chas. B. Pearce,	Upper Mississippi River.
" Eva Alma,	" " "
" H. C. Brockman,	" " "
" David Swain,	" " "
" Buck Elk,	Missouri River.
" John Moran,	Lower Mississippi River.
" Margaret,	Missouri River.

UNITED STATES BOATS.

Steamer H. G. Wright,	Steamer W. R. King,
" Mississippi,	" Coal Bluff,
" Lily,	" Col. A Mackenzie,
" J. N. Macomb,	

PLEASURE BOATS.

Steamer J. S.,	Steamer W. W.,
“ City of Providence,	“ Annie Russell,
“ Chaperon,	“ Wanderer,
“ Chas. Jackson,	“ Liberty,
“ Saturn,	“ Louisiana,
“ D’Artagnan,	
Yacht Crescent,	Yacht Allamakee,
“ Geraldine,	“ Margery II,
“ Mary Franklin,	“ Jennie M,
“ Mary B. Franklin,	“ Richfield,
“ Wooden Shoe,	“ Idle Hour,
“ Monkey Wrench,	“ Comet,
“ Duro,	“ Lydia,
“ Wildwood,	“ Castaline,
“ Independence,	“ Kid,
“ Columbia,	“ Burr Oak,
“ Bachelor,	“ Duchess,
“ Frolic,	“ Olympia,
“ Nevermind,	“ Navomobile IV,
“ Theociste,	“ Harriet,
“ Josephine,	“ Emma Della,
“ Leisure Hour,	“ Sylph,
“ Louise Rumsey,	“ Jane,
“ Clarence S,	“ Kity Sparks,
“ Irma,	“ Mary Sparks,
“ Dragon,	“ Come On,
“ Victoria,	“ Albion,
“ Nomad,	“ Phylene.

FREIGHT RATES TO NEW ORLEANS BY BARGES DURING
1899, 1900, 1901, 1902, 1903 AND 1904.

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15
1902.....	20	10	10	15
1903.....	20	10	10	15
1904.....	..	..	..	..

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES
FROM ST. LOUIS TO NEW ORLEANS FOR SIX YEARS.
WHEAT AND CORN, PER BUSHEL.

MONTH.	1898.	1899.	1900.	1901.	1902.	1903.
January.....	Ots. 4	Ots. 4	Ots. 4	Ots. 4	Ots. 0	Ots. 5½
February.....	4	4	4	4	0	5½
March.....	4	4	4	4	3¾	5½
April.....	4	4	4	4	3¾	5½
May.....	4	4	4	4	3¾	5
June.....	4	4	4	4	3¾	5
July.....	4	4	4	4	3¾	4
August.....	4	4	4	4	4	4½
September.....	4	4	4	4	4½	5
October.....	4	4	4	4	5	5
November.....	4	4	4	4	5	5
December.....	4	4½	4	4	5½	5 2-5

Wheat, ¼ to ½ cent per bushel more than Corn. F. O. B. New Orleans.

AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM
ST. LOUIS TO NEW ORLEANS.

YEAR.	In Sacks by Steamboat.	Wheat in Bulk by Barges.
	Cents per 100 lbs.	Cents per bushel.
1904.....	.....	.....
1903.....	10	5 F.O.B., N. O.
1902.....	10	4.20
1901.....	10	4.25
1900.....	10	4.25
1899.....	10	4.50
1898.....	10	4.50
1897.....	15	4.98

RATES ON FREIGHT TO MEMPHIS AND VICKSBURG DURING 1903.

	Meat, per 100 lbs.		Grain, per 100 lbs.		Flour, per bbl.		Meal, in Sacks, per 100 lbs.		Hay, per 100 lbs.	
	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.
To Memphis....	15	10	10	8	20	15	10	8	17.2	10
To Vicksburg...	20	17.2	15	15	30	20	17.2	15	22.2	20

RATES OF FREIGHT TO MEMPHIS BY RIVER DURING 1904.

Flour and Meal to Memphis, 20c per bbl. | Grain to Memphis10c per 100 lbs.
Flour and Meal to way points, 40c per bbl. | Hay to Memphis.....20c per 100 lbs.

RATES OF FREIGHT BY RIVER TO SOUTHERN POINTS DURING 1905.

	Memphis, Tenn.			Helena, Ark. Greenville, Miss. Vicksburg, Miss.	
	Per Bbl.	L C L	C L	L C L	C L
Flour, in Barrels.....	.....	20	15	30	20
Flour and Meal, in Sacks.....	100	12.2	10	20	15
Bacon.....	100	12.2	10	20	17.2
Grain.....	100	10	10	20	17.2
Hay, Pressed in Bales.....	100	17.2	10	22.2	20

Rates for 1906 same as 1905, except Flour and Meal in sacks to Memphis, which were L. C. L. 10, C. L. 8.

HARBOR AND WHARF COMMISSIONER'S REPORT.

**STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS
DURING THE YEAR 1906 AND PREVIOUS YEARS.**

FOREIGN COMMERCE.


Extracts from the Annual Review of Foreign Commerce for the year ending June 30, 1906, by the Bureau of Statistics, Washington.

The foreign commerce of the United States in the fiscal year 1906 maintained that growth which has been a characteristic of recent years. Both imports and exports showed an increase over the immediately preceding year and were larger in each case than in any other year of our foreign trade. The imports aggregated \$1,226,562,446, and the exports \$1,743,864,500, bringing the total to practically three billion dollars exclusive of the trade with the noncontiguous territories. The imports exceeded by 109 millions those of the record year 1905, and the exports exceeded by 225 millions those of 1905, which had also previously held the record for the largest exportation as well as largest importation. Of the general exports, aggregating \$1,743,864,500, those of domestic production were valued at \$1,717,953,382, the remainder \$25,911,118 being foreign merchandise exported.

The growth in imports occurs exclusively in manufacturers' materials and manufactures, the foodstuffs groups showing a reduction in 1906 compared with 1905, due in most cases to a reduction in price rather than in quantity. The growth in exports occurs in all the great groups and therefore is distributed among foodstuffs, manufacturers' materials, and manufactures.

GROWTH OF EXPORTS IN 1906.

The increase of 225 million dollars in exports in 1906 over those of 1905 is distributed among all of the five great groups. The group, "Foodstuffs in a crude condition, and food animals," shows an increase of 59 million dollars compared with 1905; "Foodstuffs partly or wholly prepared," an increase of 64 millions; "Crude materials for use in manufacturing," an increase of 28 millions; "Manufactures for further use in manufacturing," an increase of 18 millions; and "Finished manufactures," an increase of 57 millions.

The increase of 59 millions of exports in the group "Foodstuffs in a crude condition" occurs chiefly in corn, 15 million dollars; oats, 14¹/₂ millions; wheat, 25 millions; and barley, about 3 millions. 

The increase in the group "Foodstuffs partly or wholly prepared for use," amounting to 64 million dollars, occurs chiefly in exports of meat and dairy products, 41 million dollars, and flour, 19 millions.

FLUCTUATIONS IN EXPORTS, AND THEIR CAUSES.

Foodstuffs exported in a crude condition in 1906 show an increase over 1905 of 59 million dollars, and those partly or wholly prepared for use show an increase of 64 million dollars. The increase in the first group, "Foodstuffs in a crude condition, and food animals," occurs almost exclusively in wheat, corn, oats and barley; the increase in the value of wheat exported in 1906 compared with 1905 being 25 million dollars; corn, 15 millions; oats, 14 millions; and barley, 3 million dollars.

These increases over 1905 in the exportation of wheat and corn did not, however, bring the total export of either of these grains to a figure approaching that of many earlier years, the increases over 1905 being due to the fact that the exports of 1905 were abnormally low, while in fact those of 1906 are not so large as those of many preceding years. The total quantity of wheat exported in the fiscal year 1906 was but 34,973,291 bushels, against 44 million bushels in 1904 and an average of over 100 millions per annum in the period from 1898 to 1903. Indeed, the exports of wheat in 1906 are smaller than those of any other year since 1872, with the single exception of 1905, when they were but 4,394,402 bushels. Combining wheat and wheat flour exports under the single term of wheat, by transforming flour into wheat at the rate of $4\frac{1}{2}$ bushels per barrel, the total exported in 1906 was but 97,609,007 bushels, or less than in any year since 1877, with the exception of 1886, 1889, and 1905, and less than one-half of the annual average from 1898 to 1903.

Exportations of corn, including that sent in the form of corn meal, amounted in 1906 to 120 million bushels, valued at 63 $\frac{1}{2}$ million dollars; and while this is an increase of 30 million bushels over 1905, it falls much below the average exportations of corn from 1897 to 1901. This reduction in the exports of corn since 1897 seems to be due to a disposition on the part of the producers to turn this large and valuable crop into meats before exporting.

EXPORTS FROM THE UNITED STATES BY CLASSES DURING THE CALENDAR YEARS 1903, 1904, 1905 AND 1906.

As reported by Bureau of Statistics, Washington.

	1903.	1904.	1905.	1906.
Agriculture.....	\$918,655,889	\$794,724,741	\$897,659,755	\$969,918,924
Manufactures.....	421,453,915	502,789,729	571,410,497	No data.
Mining	44,780,478	48,085,825	50,857,444	
Forest.....	64,182,420	66,023,209	64,759,161	
Fisheries....	6,869,601	8,623,251	7,201,834	
Miscellaneous	6,754,885	5,564,478	7,581,848	
Totals	\$1,457,647,188	\$1,425,711,233	\$1,599,420,539	\$1,772,720,530
Foreign	27,105,900	25,607,507	27,563,003	25,527,412
Grand totals.	\$1,484,753 088	\$1,451,318,740	\$1,626,983,540	\$1,798,247,943

DOMESTIC EXPORTS FROM THE UNITED STATES BY GREAT GROUPS, AND TOTAL FOREIGN AND DOMESTIC EXPORTS DURING CALENDAR YEARS 1904, 1905 AND 1906.

	1904.		1905.		1906.	
DOMESTIC EXPORTS:	Dollars.	%	Dollars.	%	Dollars.	%
Foodstuffs in crude condition, and food animals..	100,885,251	7.07	155,216,866	9.70	177,216,268	10.00
Foodstuffs partly or wholly prepared.....	268,247,508	19.87	315,664,895	19.74	344,096,464	19.41
Crude materials for use in manufacturing	462,878,664	32.47	490,129,398	30.02	524,902,516	29.61
Manufactures for further use in manufacturing...	202,721,243	14.22	218,108,894	13.82	248,897,752	14.04
Manufactures ready for consumption.....	369,996,296	25.95	429,781,924	26.87	470,063,398	26.51
Miscellaneous.....	6,040,271	.42	5,520,650	.85	7,574,147	.43
Total domestic.....	1,425,711,233	100.00	1,599,422,622	100.00	1,772,720,530	100.00
FOREIGN EXPORTS:						
Free of duty.....	18,714,688	53.56	18,708,092	49.71	18,223,608	51.80
Dutiable	11,892,824	46.44	18,966,081	50.29	12,808,810	48.20
Total foreign	25,607,507	100.00	27,568,173	100.00	25,527,413	100.00
Total exports... ..	1,451,318,740	.....	1,626,990,795	.....	1,798,247,943	.....

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows :

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1906	62,848,487	102,168,285	25,480,162	14,261,115
1905	20,555,817	110,999,265	28,641,668	11,281,987
1904	18,015,894	46,890,627	1,192,888	11,868,508
1903	78,145,278	91,254,690	1,461,826	19,274,412
1902	128,861,712	18,484,269	5,864,042	17,998,581
1901	179,201,418	102,859,089	25,929,048	19,852,880
1900	99,079,153	190,886,489	82,160,642	18,682,509
1899	109,685,161	206,185,288	41,085,082	18,717,161

Total value of bread stuff exported in 1906, \$180,462,232; in 1905, \$146,110,962; in 1904, \$92,311,812.

Shipments from Galveston and New Orleans for the past six years compare as follows :

	WHEAT—Bu.		CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1906	5,588,998	12,381,081	.....	.....
1905	549,856	2,747,286	20,408,474	10,260,772
1904	1,891,064	8,582,104	6,248,417	8,488,176
1903	11,989,278	20,089,688	18,882,208	4,274,091
1902	15,663,745	11,061,826	2,454,128	968,205
1901	24,410,979	15,714,465	12,832,189	.....
1900	8,059,677	11,188,056	23,408,458	8,078,525
1899	11,562,812	15,718,400	21,939,586	7,049,697

Value of Exports of Flour and Grain from the United States.

	1906	1905	1904
Flour	\$58,138,598	\$49,691,762	\$49,648,248
Wheat	49,184,718	16,907,480	10,819,787
Corn	52,658,474	59,946,752	25,179,910
Oats	9,822,218	9,915,068	496,980
Rye	717,626	804,678	59,962
Barley	7,245,847	6,706,920	4,458,777

EXPORTS OF WHEAT FROM THE UNITED STATES.

As reported by the Bureau of Statistics, Washington.

New York.....	9,435,934	425,874	3,666,201	14,912,838
San Francisco.....	4,423,112	1,958,300	278,654	6,659,966
Baltimore.....	3,100,614	140,263	1,304,456	4,545,333
Philadelphia.....	1,800,790	5,000	640,448	2,446,238
New Orleans.....	11,989,278	1,891,064	549,356	14,429,698
Duluth and Superior.....	4,128,677	.....	1,877,953	6,006,630
Willamette.....	5,614,719	2,709,871	3,956,811	12,281,401
Boston and Charlestown.....	2,867,994	156,164	119,677	3,143,835
Newport News.....	324,448	.....	152,000	476,448
Puget Sound.....	4,597,780	1,994,550	4,396,027	11,588,357
Chicago.....	1,452,426	.....	4,800	1,457,226
Galveston.....	20,039,633	3,582,104	2,747,236	26,368,973
Norfolk and Portsmouth.....	26,319	.....	.....	26,319
All other districts.....	3,470,055	149,205	1,362,196	5,081,456
Total bushels.....	73,144,774	13,015,894	20,555,817	106,716,485

EXPORTS OF CORN FROM THE UNITED STATES.

EXPORTS OF OATS FROM THE UNITED STATES.

New York.....	669,423	269,772	6,490,010	7,429,205
Baltimore.....	7,905	22,560	5,123,818	5,131,723
Boston and Charlestown.....	3,851	.....	1,118,296	1,122,147
Newport News.....	.....	.....	3,923,533	3,923,533
Philadelphia.....	92	18,780	5,856,889	5,856,981
New Orleans.....	35,926	61,555	789,025	8,242,486
Mobile.....	.....	.....	490,806	490,806
Chicago.....	.....	.....	2,430,027	2,430,027
San Francisco.....	3,912	101,051	81,391	104,954
Puget Sound.....	.....	591,237	912,228	1,503,475
All other districts.....	731,608	127,403	2,084,680	2,943,691
Total bushels.....	1,461,826	1,192,338	23,641,663	25,848,132

FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS
FOR THE YEAR 1906.

DESTINATION.	Flour, barrels	Wheat, bushels.	Corn, bushels.	Oats, bushels.
To England	187,443	.....	.....	.....
" Germany	53,887	.....	1,918	.....
" France	2,290	.....	.....	.....
" Scotland	122,501	.....	.....	.....
" Ireland	15,280	.....	.....	.....
" Denmark	17,562	.....	.....	.....
" Norway	9,765	.....	.....	.....
" Holland	121,079	2,710	.....	.....
" Belgium	17,079	.....	.....	.....
" Italy	118	.....	.....	.....
" Africa	110	.....	.....	.....
" Spain	1,785	.....	.....	.....
" Sweden	11,940	.....	.....	.....
" Venezuela	776	.....	.....	.....
" Newfoundland	4,304	.....	714	.....
" Finland	6,560	.....	.....	.....
" Canada	2,625	.....	12,638	2,749
" Cuba	248,038	.....	636,228	98,943
" Porto Rico	51,543	7,466	1,562	.....
" Central America	2,308	884	1,000	.....
" South America	915	10,675	74,745	.....
" Mexico	13,049	29,975	555,263	.....
" Seaboard for Export	43,422	338,236	67,177	124,626
Total for Export	934,354	389,946	1,851,245	226,818

Rye to Canada for Export. 1,428 bushels

Barley to Seaboard for Export.....84,962 "

Feed to Seaboard for Export..... 265 tons

AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1885	15	6 2-5	22 1-7	15 1-9	20 1/2
1886	16	6 1/2	29	16 1-6	24
1887	18 1/2	6	32 2-15	16	24 1/2
1888	15	6 1/2	29 1/2	15 1-6	22.95
1889	17.98	5.95	29 1/2	17 1-3	24.97
1890	15.66	6.58	27 1/2	14 1-3	21.48
1891	16.28	6.87 1/2	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.73	11.69	18.71
1895	18.00	5.95	23.57	12 1-8	18.33
1896	14.54	5.00	23.00	13.50	19.67 1/2
1897	10.83	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.38	14.64	18.41
1901	10.00	*4.25	19.38	9 48	14.03
1902	10.00	*4.20	20.66	8.53	15.33
1903	10.00	*5	22.25	10.00	16.02
1904	.....	.....	21.51	.....	15.25
1905	.....	.....	20.50	.....	15.60
1906	.....	.....	20.50	.....	15.23

* F. O. B. New Orleans.

AVERAGE RATE OF FREIGHT ON WHEAT PER BUSHEL BY STEAMER FROM NEW ORLEANS TO LIVERPOOL DURING 1906 AND 1905.

MONTH	Rates in Cents.	Rates in Cents.
	1906	1905
January	6 1/2 to 8	6 1/2 to 7
February	6 1/2	7 1/2
March	6	8 1/2
April	6	8 1/2
May	6	4
June	6	.....
July	6	.....
August	6 to 6 1/2	.....
September	6 1/2 to 7	.....
October	7 1/2 to 8	6
November . . . . .	.....	6 1/2 to 8
December	6 1/2 to 7 1/2	7

AVERAGE RATE OF FREIGHT ON WHEAT PER BUSHEL BY STEAMER FROM NEW YORK TO LIVERPOOL DURING 1906 AND 1905.

MONTH	Rates in Cents.	Rates in Cents.
	1906	1905
January	5	8 1/2
February	3 1/2	2 1/2
March	3 1/2	2 1/2
April	2 1/2	2 1/2
May	2 1/2	2 1/2
June	2 1/2	2
July	2 1/2	2 1/2
August	2 1/2	2 1/2
September	2 1/2	3
October	3	4 1/2
November	2 1/2	6 1/2
December	2 1/2	6

COTTON.

The Cotton Crop of the United States for the cotton year, ending August 31st, 1906, was 11,345,988 bales, a decrease of 2,219,897 bales from the previous year. The amount handled locally, by St. Louis factors, was 68,876 bales, and the amount shipped through via St. Louis was 482,215 bales, a portion of which was for St. Louis account. The average weight of St. Louis receipts was 518 pounds, and the value \$57.83 per bale. The highest quotation for Middling Cotton in this market, was 12½ cents in December, and the lowest 9½ in August. The largest receipts were 324,103 bales from Arkansas, and 54,545 bales from Mississippi. Missouri contributed 15,346 bales, and Oklahoma 20,824 bales.

Mr. Henry G. Hester, Secretary New Orleans Cotton Exchange, in his annual report, makes the following statement:

While the commercial crop as a whole has proven to be the largest ever marketed, except that of last year, the advantage has been entirely with the Atlantic States, which produced what would be considered a bumper crop, were not the phenomenal yield of last season considered. In the Gulf States, conditions amounted practically to disaster, Louisiana producing less than half a crop, and Mississippi and Arkansas about two-thirds. The average gross weight of the bales compared with last year, has decreased 4 67-100 pounds, but is still the largest recorded, except that of last year, and the average of the season of 1898-99, (when the crop was 11,274,840 bales) the third largest crop marketed. In grade, the crop has been a good one, the average of the reports from the leading markets showing as a whole a slight variation compared with last season.

The year's average of price for the Cotton Belt, has been 11.07 cents per pound, the highest for Middling having been 12½ cents, on December 7th, 1905, and the lowest 9 5-16 on August 29th, 1906. In 1904-05, the highest price for Middling was 11 3-16, and the lowest 6 1-2. The average commercial value per bale of the crop, is \$56.56, against \$46.31 last year, \$61.68 the year before, and \$44.52 in 1902-03.

The money value of the past crop is the largest ever received for any commercial crop recorded, and notwithstanding that it was 2,219,897 bales less than that of last year, it brought \$12,525,075 more. The lowest average price per bale, in any month during the past season, was \$52.50 in October, 1905, and \$50.94 in August, 1906, while during the month of December, 1905, the average per bale ran as high as \$61.20. Last year (1904-05) the January average was \$36.34 per bale, and there were five months, from December to April, during which cotton sold at less than \$40.00.

The feature of the past season has been a steady and strong demand for the use of manufacturers, and while the outturn of the crop in amount was a surprise to the trade, it proved to be considerably short of requirements.

The total value of the crop compared with the previous five years, is as follows:

VALUE OF COMMERCIAL CROP.		
	BALES.	VALUES.
1905-06.....	11,345,988	\$641,720,435
1904-05.....	13,565,885	628,195,359
1903-04.....	10,011,374	617,501,548
1902-03.....	10,727,559	480,770,282
1901-02.....	10,680,680	438,014,689

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1905-1906.....	551,091	482,215	68,876
1904-1905.....	677,658	574,115	103,543
1903-1904.....	521,881	465,677	56,204
1902-1903.....	742,618	679,971	62,647
1901-1902.....	841,258	619,578	221,680
1900-1901.....	978,497	783,869	239,628
1899-1900.....	802,769	648,695	154,074
1898-99.....	989,959	814,330	175,629
1897-98.....	899,229	771,712	127,517
1896-97.....	570,418	455,516	114,897
1895-96.....	565,683	474,796	90,887
1894-95.....	926,285	781,694	144,591
1893-94.....	635,421	462,032	163,389
1892-93.....	474,024	301,186	172,838

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1905-1906.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1905.....	1,899	8,598	9,997	16,173
October.....	8,753	33,142	41,895	23,529
November.....	17,887	86,237	104,124	73,946
December.....	15,707	85,862	101,569	96,877
January, 1906.....	5,618	51,806	56,924	51,592
February.....	5,953	62,140	68,093	49,557
March.....	7,280	49,032	56,312	51,006
April.....	2,430	41,511	43,941	47,847
May.....	1,969	29,683	31,672	34,626
June.....	501	15,460	15,961	22,852
July.....	723	10,262	10,985	12,026
August.....	636	8,962	9,618	18,586
Total bales.....	68,876	482,215	551,091	498,619

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1905-06.	1904-05.	1903-04.
St. Louis, Iron Mountain & Southern R. R.....	190,971	306,521	347,641
St. Louis, Iron Mountain & Southern R. R. (Ill. Div.)	103,647	48,681	.....
Missouri Pacific R. R.	128	7,472	2,839
Mobile & Ohio R. R.....	62,458	70,057	59,851
St. Louis & San Francisco R. R.....	74,289	60,625	59,597
St. Louis & Southwestern R. R.....	48,871	77,879	9,934
Illinois Central R. R.....	2,792	3,118	2,243
Missouri, Kansas & Texas R. R.....	55,120	93,188	33,696
Chicago & Alton R. R. (West).....	.....	.....	.....
Chicago, Rock Island & Pacific Ry.....	6,173	3,863	.....
Chicago, Burlington & Quincy R. R. (West).....	1,307	50	160
Louisville & Nashville R. R.....	1,625	3,765	1,219
Southern R. R.....	.....	.....	24
Lower Mississippi River Boats.....	1,974	1,112	872
Cumberland and Tennessee River Boats.....	2,241	1,927	646
Total Bales.....	551,091	677,658	523,587

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

FROM	1905-06. Bales.	1904-05. Bales.	1903-04. Bales.	1902-03. Bales.
Arkansas	824,108	888,261	296,149	400,445
Texas	48,908	49,450	68,648	180,589
Missouri	15,845	19,882	11,810	12,990
Tennessee	16,842	26,296	29,898	52,406
Mississippi	54,545	56,859	50,499	42,145
Indian Territory ..	68,985	70,721	88,062	52,249
Alabama	6,166	9,949	2,825	1,712
Kentucky	25	29	74	20
Louisiana	18,895	98,121	29,062	45,617
Kansas	14	.....	88	141
Oklahoma	20,824	21,579	6,997	5,969
Total receipts	551,091	677,658	528,587	745,008
Deduct for half round bales ..	.....	.....	1,708	2,595
Net receipts	551,091	677,658	526,881	742,413

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTE.	1905-06. BALES.	1904-05. BALES.	1903-04. BALES.
Chicago & Alton R. R., Mo. Div.	100	50	3
Missouri Pacific R. R.	140	15	.....
S. Louis & San Francisco R. R.	126	4,742	.....
Missouri, Kansas & Texas Ry. ....	.....	.....	.....
Illinois Central Railroad.	92	.....	659
Louisville, Henderson & St. Louis R. R. ....	.....	507	2,757
Louisville & Nashville R. R. ....	.....	146	160
Southern R. R. ....	.....	85,894	42,991
Baltimore & Ohio S.-W. R. R. ....	.....	22,555	16,980
Chicago & Alton R. R. ....	.....	128,154	64,075
Cleveland, Cin., Chicago & St. Louis R. R. ....	.....	72,817	27,782
Vandalia R. R. ....	.....	11,044	16,461
Wabash R. R. (East) .....	.....	106,191	145,908
Toledo, St. Louis & Western R. R. ....	.....	112,452	85,450
Chicago, Peoria & St. Louis R. R. ....	.....	56,487	49,941
Chicago, Burlington & Quincy R. R. (East) .....	.....	17,221	7,729
Chicago, Burlington & Quincy R. R. (West) .....	.....	41,515	6,065
Chicago & Eastern Illinois R. R. ....	.....	50,764	9,285
Other Roads .....	.....	.....	179
Upper Mississippi and Illinois River Boats	106	187	196
Lower Mississippi Boats	28	.....	.....
Total bales	499,619	654,780	479,546

TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF MIDDLING COTTON AT ST. LOUIS EACH MONTH FOR FOUR YEARS.

TRADE AND COMMERCE OF

SHIPMENTS TO UNITED STATES PORTS AS REPORTED
BY ST. LOUIS COTTON EXCHANGE.

	1904-05. Bales.	1905-06. Bales.		1904-05. Bales.	1905-06. Bales.
To Boston.....	125,037	28,595	To Interior points..	401,950	475,464
" Providence.....	10,185	3,934	" Norfolk.....	495	109
" New York.....	20,199	3,564	" Portland, Maine	21,710	80
" Philadelphia....	6,772	828	" Pacific Coast....	58,048	12,222
" Baltimore.....	5,657	162	" Canada.....	13,829	17,901
" Louisville.....	165	.....	" Pensacola.....	15	.....
			" City.....	5,017	1,617

Since 1898-99 half round bales have been reduced to the equivalent of Standard bales.

Total Bales 1903-04....518,045. 1904-05....667,079. 1905-06....548,976

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1906.....	71,274	68,549	13,501
1905.....	91,923	87,539	10,776
1904.....	57,487	52,360	6,392
1903.....	57,016	67,468	1,265
1902.....	173,713	196,376	11,715
1901.....	92,231	66,656	34,378
1900.....	67,597	111,558	8,803
1899.....	124,906	97,219	46,962
1898.....	120,605	103,205	25,077
1897.....	109,297	119,493	7,677
1896.....	111,617	100,838	17,878

COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED
BY THE NEW ORLEANS COTTON EXCHANGE.

	1905-1906.	1904-1905.	1903-1904.
Alabama.....	1,389	1,470	1,000
Arkansas.....	635	905	705
Florida.....	80	89	55
Georgia.....	1,900	1,975	1,325
Louisiana.....	525	1,100	824
Mississippi.....	1,235	1,777	1,387
North Carolina, etc.....	724	775	563
South Carolina.....	1,175	1,200	825
Tennessee, etc.....	647	691	451
Texas and Indian Territory.....	3,026	3,584	2,876
Total crops—bales.....	11,346	13,566	10,728

VALUE OF COMMERCIAL CROP.

	Bales.	Value.
1905-1906.....	11,345,988	\$641,720,485
1904-1905.....	13,565,885	628,195,359
1903-1904.....	10,011,374	617,501,548
1902-1903.....	10,727,559	490,770,290
1901-1902.....	10,680,680	438,014,652
1900-1901.....	10,833,422	494,557,549
1899-1900.....	9,436,416	363,784,827
1898-99.....	11,274,840	282,772,986
1897-98.....	11,199,994	520,552,684

WEIGHTS AND VALUE PER BALE.

	1905-06. lbs.	1904-1905. lbs.	1903-04. lbs.	1902-03. lbs.	1901-02. lbs.
Average weight per bale—					
United States standard bales....	510.91	515.58	507.69	508	508.48
St. Louis Receipts ".....	518	515	510	510	510
" " round ".....	.....	.....	500	500	500
" " half ".....	.....	.....	250@270	250@270	250@270
Average value per bale St. Louis Receipts, 1905-06, \$57.83; 1904-05, \$48.70; 1903-04, \$65.28.					

THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.

AMERICAN COTTON CROP FOR THREE YEARS.

From New Orleans Cotton Exchange Report.

	1905-06. Bales.	1904-05. Bales.	1903-04. Bales.
Port receipts	8,029,544	10,819,732	7,252,222
Overland to mills.....	1,008,463	1,128,183	989,948
Southern consumption	2,874,226	2,168,606	1,919,282
	<u>11,412,233</u>	<u>12,611,470</u>	<u>10,111,417</u>
Less taken by Southern mills from ports.....	66,244	45,585	100,048
TOTAL CROPS.....	11,345,989	12,565,885	10,011,374
EXPORTS—			
Great Britain.....	2,898,749	4,140,474	2,577,977
France	776,057	857,788	705,050
*Continent and Channel....	2,932,818	3,747,104	2,745,009
Canada.....	189,598	121,582	89,956
TOTAL EXPORTS.....	6,797,209	8,876,896	6,118,001
Stock close of year.....	196,797	819,405	112,427
Northern mills takings.....	2,849,479	2,282,145	2,026,997
Average gross weight of crop bale—pounds.....	51.091	515.68	507.69

* Including Mexico, Japan and China.

SUPPLY AND DISTRIBUTION OF AMERICAN COTTON.

(In thousands.)

SUPPLY.

	1905-06	1904-05	1903-04	1902-03
Visible supply Sept. 1.....	1,848	474	517	779
Brought into sight.....	11,322	12,641	10,065	10,683
Total Supply, Bales.....	12,945	14,115	10,572	11,461

DISTRIBUTION.

Takings—	1905-06	1904-05	1903-04	1902-03
American mills, North.....	2,849	2,282	2,027	1,969
American mills, South.....	2,874	2,164	1,919	2,001
Canadian mills.....	140	128	90	124
Mexican mills	25	68	56	62
Japanese and Chinese mills	182	224	48	148
European mills	7,016	7,459	5,937	6,688
Total mill takings.....	12,986	12,425	10,097	10,941
Burnt.....	14	87	1	3
Visible supply August 31—				
American	810	664	161	177
Great Britain.....	872	739	165	187
Continent.....	260	200	149	156
Total distribution, Bales.....	12,945	14,115	10,572	11,461

**STATEMENT SHOWING THE ENTIRE
RECEIPTS.**

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
Chicago & Alton R.R. (Mo. Div.)	67,690	182,450	35,700	85,200	21,000	20,000
Missouri Pacific R. R.	658,180	2,782,922	4,704,710	1,096,150	22,810	2,550
St. Louis and San Francisco R. R.	57,105	868,568	18,600	8,200	.....	.....
Wabash R. R. (West)	252,890	2,898,800	8,452,925	6,797,950	77,000	24,500
Chicago, R. I. & Pacific Ry.	316,685	958,486	1,171,100	81,100	4,000	16,350
Mo., Kansas & Texas R. R.	65,630	1,868,749	176,185	6,400	.....	8,800
St. Louis Southwestern R. R.	940	2,709	.....	.....	.....	.....
St. L., Iron Mount. & So. R. R.	8,800	76,878	.....	1,600	1,000	.....
St. L., I. M. & So. R. R. (Ill. Div.)	1,875	864,800	50,700	1,350	.....	.....
Illinois Central R. R.	21,545	272,780	892,600	1,830,000	1,000	298,300
Louisville, Henderson & St. L. R. R.	.....	.....	.....	.....	.....	.....
Louisville & Nashville R. R.	2,645	48,700	9,800	.....	1,000	.....
Mobile & Ohio R. R.	1,400	26,500	1,100	.....	.....	.....
Southern Railway	82,450	89,600	5,500	.....	.....	.....
Baltimore & Ohio S.-W. R. R.	780	87,650	19,500	128,000	1,000	.....
Chicago & Alton R. R. (Main Line)	89,125	450,750	1,616,100	4,050,200	9,000	630,100
Cleveland, Cin., Chi. & St. L. R. R.	1,590	207,850	42,500	71,300	.....	.....
Vandalia R. R.	61,290	106,700	56,100	63,250	2,000	3,900
Wabash R. R. (East)	85,810	188,850	274,000	780,100	8,000	8,750
Toledo, St. Louis & Western R. R.	28,500	145,848	121,900	89,350	8,000	.....
Chicago, Peoria & St. Louis R. R.	148,495	676,550	800,100	8,591,700	19,000	1,152,900
Chicago, B. & Q. R. R.	200,690	1,202,850	7,836,700	8,183,200	181,000	122,850
C., B. & Q. R. R., (West. Div.)	869,850	4,800,800	9,887,500	6,485,200	244,000	550,300
Chicago & Eastern Illinois R. R.	4,950	19,200	1,100	11,800	1,000	.....
St. Louis, Troy & Eastern Ry.	.....	10,900	1,000	.....	.....	.....
Litchfield & Madison R. R.	.....	5,800	.....	.....	.....	.....
Upper Mississippi River	8,515	289,420	89,640	27,170	1,512	.....
Lower " "	6,845	856,677	90,615	.....	558	.....
Illinois " "	720	58,018	11,815	.....	279	.....
Missouri " "	820	81,660	8,835	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....
By Wagon	.....	285,000	400,000	800,000	.....	.....
Total Receipts	2,404,745	17,646,005	30,725,825	28,522,420	543,169	2,834,300
Flour Manufactured	1,010,120	.....	.....	.....	.....	.....
In store January 1st, 1906.	68,900	2,695,657	853,514	979,896	84,996	41,193
Total movement	3,483,765	20,341,662	31,079,339	29,502,316	628,145	2,875,493

MOVEMENT IN FLOUR AND GRAIN FOR 1906.

SHIPMENTS.

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1906.

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1906—Continued.

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1906.

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1906—Continued.

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT
ST. LOUIS FOR PAST FOUR YEARS.**

ARTICLES.	1903.	1904.	1905.	1906.
Flour, receipts..... bbls.	2,340,685	2,355,560	2,529,780	2,404,745
Flour, amount manufactured bbls.	1,112,316	1,102,980	1,285,587	.....
Wheat, total receipts..... bush.	23,533,800	23,148,133	21,001,852	17,646,005
Corn, " " " " " "	20,990,245	18,246,325	18,067,905	30,725,825
Oats, " " " " " "	20,409,980	17,109,295	19,278,365	28,522,420
Rye, " " " " " "	1,827,892	674,185	569,706	543,159
Barley, " " " " " "	2,633,119	3,163,000	2,921,183	2,834,300
All Grain received (including flour reduced to wheat).... "	79,428,113	72,940,958	73,223,021	91,093,061
Cotton, receipts..... bales.	577,582	608,163	617,658	672,535
Bagging, manufactured..... yards.	10,400,000	11,500,000	15,000,000	14,000,000
Hay, receipts tons.	298,246	270,695	246,945	242,930
Tobacco, receipts..... hhds.	51,402	53,713	53,381	54,213
Lead, receipts in pigs 80 lb. . pigs.	2,407,605	2,373,540	2,137,935	2,048,890
Hog Product, total shipm'ts.. lbs.	393,266,040	501,815,370	609,638,832	423,934,295
Cattle, receipts..... head.	1,209,121	1,261,532	1,254,236	1,314,826
Sheep " " " " " "	565,836	746,109	690,378	650,784
Hogs " " " " " "	1,785,873	2,361,623	2,407,336	2,411,191
Horses and Mules, receipts... "	137,711	193,669	190,193	173,331
Lumber & Logs, " " " " " "	1,547,673,600	1,513,951,160	1,674,996,000	2,352,104,000
Wool, total receipts..... lbs.	18,766,250	18,751,770	24,296,130	15,775,330
Hides, " " " " " "	50,910,600	55,228,200	63,544,350	59,115,816
Sugar, received . " " " " " "	197,410,250	235,704,925	206,268,750	259,350,250
Molasses (including Glucose) rec'd, galls.	6,230,710	3,053,230	3,042,600	3,459,500
Coffee, received..... bags.	439,145	552,860	576,860	553,853
" " " " " " " " " " " "	94,821	50,395	29,565	19,650
Rice, receipts..... pkgs.	225,165	304,600	247,690	220,560
Coal, " " " " " " " " " " "	6,534,785	6,993,932	7,027,950	7,795,839
Nails, " " " " " " " " " " "	478,370	657,165	488,055	613,870
Potatoes, receipts..... bush.	2,841,872	3,890,764	2,870,562	3,326,765
Salt, " " " " " " " " " " "	213,785	281,555	250,290	230,570
" " " " " " " " " " "	47,030	55,265	94,720	110,695
" " " " " " " " " " "	953,120	821,980	1,005,760	840,560
Butter..... lbs.	14,070,275	15,726,960	15,566,235	13,193,385
Zinc and Spelter..... slabs.	2,144,585	3,061,890	3,364,955	3,844,055
Tons of freight of all kinds received and shipped	35,104,193	37,429,000	39,512,088	45,381,478

PUBLIC ELEVATORS.

DESIGNATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
Central B	1,000,000 bush.	165,000 sacks.
Advance.....	600,000 "	.....
Venice.....	600,000 "	.....
Merchants'	400,000 "	.....
Mississippi Valley.....	1,500,000 "	.....
Burlington	1,800,000 "	.....
Rogers.....	500,000 "	.....
McReynolds, C.	1,000,050 "	.....
Total, Jan. 1st, 1907.....	6,900,000 bush.	.....
" " " 1906	8,500,000 "	165,000 sacks.
" " " 1905.....	8,500,000 "	165,000 "
" " " 1904.....	8,500,000 "	165,000 "
" " " 1903.....	7,500,000 "	165,000 "
" " " 1902.....	7,000,000 "	165,000 "
" " " 1901.....	8,700,000 "	265,000 "
" " " 1900.....	8,700,000 "	265,000 "
" " " 1899.....	9,100,000 "	365,000 "
" " " 1898.....	9,500,000 "	365,000 "
" " " 1897.....	10,950,000 "	365,000 "
" " " 1896.....	12,550,000 "	365,000 "
" " " 1895.....	12,100,000 "	365,000 "
" " " 1894.....	11,550,000 "	365,000 "
" " " 1893.....	11,800,000 "	365,000 "
" " " 1892.....	11,800,000 "	365,000 "

PRIVATE ELEVATORS.

OWNER.	Name.	Capacity. Bush.	LOCATED.
Hezel Milling Co	Hezel	60,000	East St. Louis, Ill.
Washburn-Crosby Co.....	Victoria	260,000	Main and Mound sts.
Montgomery, W. H. & Elev. Co....	Montgomery B.	175,000	East St. Louis, Ill.
John Dower	Brooklyn st.	20,000	Brooklyn and Main sts.
Exchange Grain Elevator.....	Exchange... ..	125,000	602 Theresa ave.
Geo. P. Plant Milling Co.....	Plant's.....	250,000	Main st. & Chouteau ave.
Kehlor Flour Mills Co.....	Kehlor	150,000	East St. Louis, Ill.
Gratlot Street Warehouse Co.....	Mound City.	50,000	Branch and First sts,
P. P. Williams Grain Co.....	Belt.....	150,000	East St. Louis, Ill.
Purina Mill Co.	Purina.....	75,000	Eighth & Gratlot sts.
Wabash Elevator Co.....	Wabash.....	40,000	Second and Biddle sts.
J. B. Buss Mills.....	Buss.....	80,000	7552 N. Broadway.
H. W. Beck.....	Beck.....	40,000	Twentieth and Pine sts.
H. W. Beck & Sons Seed & Feed Co..	Beck.....	40,000	5701 Manchester ave.
C. H. Albers	Terminal	100,000	Denverside, Ill.
F. W. Goeke & Co.....	Goeke.....	360,000	Levee and Sidney st.
A. Miller Grain & Elevator Co.....	Miller	90,000	Theresa ave. & Mo. Pac. trk.
Missouri Forage & Supply Co.....	Mo. Forage.	80,000	426 South Theresa ave.
Clark Bros.....	Clark	90,000	East St. Louis, Ill.
Bartlett Commission Co.....	Eureka	200,000	East St. Louis, Ill.
Columbia Hay & Grain Co.....	.....	80,000	Wab. track & Theresa ave.
Quinnlivan Elevator Co.....	.....	10,000	Theresa ave. and Papin st,
The Corno Mills Co.....	Corno.....	10,000	East St. Louis, Ill.
The Valley Milling Co	Valley	10,000	422 DeSoto ave.
The Ehlermann Hop and Malt Co..	Ehlermann.	50,000	22nd and Scott ave.
Total capacity.....	.....	2,475,000	

RATES OF STORAGE ADOPTED BY ST. LOUIS PUBLIC ELEVATORS TO APPLY DURING 1907.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and $\frac{3}{8}$ of 1 cent per bushel, for each additional ten days or part thereof.

On Oats, $\frac{1}{2}$ of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and $\frac{3}{8}$ of 1 cent per bushel for each subsequent ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Oats.

Dumping sacks from river $\frac{1}{2}$ of 1 cent per bushel.

Dumping sacks from rail $\frac{1}{2}$ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, $2\frac{1}{2}$ cents per sack for the first five days, and 1 cent per sack for each subsequent ten days or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

FEES FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE MISSOURI STATE INSPECTION DEPARTMENT, AND IN FORCE JANUARY 1, 1907.

Inspection of Grain and Hay. In and Out.....50 cents per car.
Inspection from Boat, Barge or Wagons50 cents per 1,000 bushels.
Reinspection of Grain from Bins45 cents per 1,000 bushels.
Inspection of Grain in Sacks.....One-half cent per sack.

WEIGHING DEPARTMENT.

Weighing In (Grain)35 cents per car.
Weighing Out (Grain)25 cents per car.
Weighing Sacks at Elevator.....no charge.
Weighing Hay on Wagons.....20 cents per wagon load.

FEES ADOPTED BY ILLINOIS STATE INSPECTION DEPARTMENT AND IN FORCE JANUARY 1, 1907.

FOR IN-INSPECTION.—50 cents per car load; 15 cents per wagon or cart load; 50 cents per 1,000 bushels from boats; $\frac{1}{4}$ cent per bag.

FOR OUT-INSPECTION.—50 cents per 1,000 bushels to vessels; 50 cents per car load to teams; 15 cents per wagon load.

FOR WEIGHING.—35 cents per car load in; 25 cents per car load out; 25 cents per 1,000 bushels to boats.

FLOUR.

The most gratifying feature in the figures of the flour trade of St. Louis for the year just closed, is the increase of export business. Compared with last year, the totals are, for 1906, 934,354 barrels, and for 1905, 718,230. So far as the totals are given for a series of years in this report, the movement in 1906 is the largest on record, excepting for the years 1900 and 1901, an increase is noticeable in the amount shipped to the U. K. and to the Continent of Europe. The aggregate to Cuba is slightly less than last year, but there was a corresponding increase in shipments to Porto Rico.

The first half of the calendar year, which was the second half of the crop year of 1905, was not a favorable one for Winter Wheat sections. Prices for Soft Winter Wheat particularly, were abnormally high compared with either Hard Winter or Spring Wheat, and the trade in Soft Wheat flours was limited in a great measure to districts most closely dependent on the Illinois and Missouri mills, and even on Hard Winter Wheat flours the competition of Northwestern mills was very difficult to meet from January until the end of June, 1906.

Since the harvest of 1906 conditions have been more normal, but the total amounts manufactured, as well as the receipts and shipments of flour, show a slight decrease in 1906 from last year.

The quantity manufactured in 1906 by mills located and controlled in St. Louis was 3,000,032 barrels against 3,577,890 in 1905. Receipts were 2,404,745 for 1906, while they were 2,529,780 in 1905. This makes the total amount handled here 5,404,777 in 1906, compared with 6,107,670 in 1905. Shipments of flour amounting to 2,677,945 compare favorably with the figures for the past twenty years and were only exceeded in the years 1901 to 1905, inclusive. In the exports there is an item this year of 13,049 barrels to Mexico, almost an exact duplicate of shipments in 1905, which is an illustration of the possibilities of trade under the most adverse conditions, as the discriminating duty in that country against flour would seem to be absolutely prohibitory of any such traffic.

There are no available data from which to distinguish the movement of Soft Wheat Flour from Hard Wheat, but it is well known in the trade of St. Louis, that Soft Winter Wheat brands continue to be the favorites in all markets of the U. K., Baltic countries, and a great many Mediterranean ports, together with all countries on the Gulf of Mexico.

To the Continent of Europe the sale of Soft Wheat flours is insignificant compared with that of Hard Wheat, except in the lower grades. In

the total of export from the United States there was a good increase from the figures of 1904 and 1905, and St. Louis millers enjoyed their full share of this improvement.

The report of stock of flour in St. Louis at monthly intervals shows no decided departure from the figures of last year. On December 31st it was, as usual, smaller than that of any large flour manufacturing or distributing center. It is to be regretted that no statistics from Minneapolis are published. This information would be valuable as an element in the market situation at all times.

In the table of weekly prices for flour, the difference between 1905 crop conditions and those of 1906, can be traced after the month of July. The decline from \$4.60 as the top price for Patents in May, to \$3.50 in August, indicates the result of the change in the aspect of the Winter Wheat crop conditions between 1905 and 1906.

During these months the table of Stocks on Hand shows the lowest figures for the year. It is fair to presume that St. Louis millers were prudent enough to escape any serious results from this slump in values.

The year has been, in fact, a fairly profitable one—probably in some cases more so than the average, but considering the amount of capital invested and the narrow margin of profit in milling, there is no industry in the city which stands in greater need of all the advantages that may be legitimately derived from economies in the transportation by water and rail. All the southern export markets surrounding the Gulf of Mexico, as well as the West Indies and those of South America, east and west coast, belong logically to this section of the country as selling territory, and St. Louis millers should look forward to a tenfold extension of their trade in this direction.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

**FLOUR MANUFACTURED IN 1908 BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-
ZENS OF ST. LOUIS, MEMBERS OF THE
MERCHANTS' EXCHANGE.**

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1908.
Kehlor Flour Mills Co.....	Rex	Kansas City.....	5,000	411,000
Stanard-Tilton Milling Co..	Alton City.....	Alton, Ill.....	2,000	498,984
Stanard-Tilton Milling Co..	Empire.....	Dallas, Tex.....	1,200	262,444
Camp Spring Mills Co.....	Camp Spring...	Nashville, Ill....	1,200	88,414
John F. Meyer & Sons.....	Albatross.....	Springfield, Mo..	1,200	49,579
Mar. Bernheimer M. & M. Co	Banner Mills...	Clinton, Mo.....	1,200	*100,000
Jno. F. Meyer & Sons.....	Model.....	Springfield, Mo..	800	97,155
Hunter Bros. Milling Co....	Hunter Bros...	Edwardsville, Ill	1,000	149,100
Washington Flour Mill Co..	Regina	Washington, Mo..	400	40,814
Bernet, Craft & Kauffman Milling Co.....	President	Mt. Carmel, Ill..	800	210,774
Bernet, Craft & Kauffman Milling Co.....	People's Mills..	Palmyra, Mo....	800	61,800
Keiser Bros. Milling Co.....	Mt. Olive	Mt. Olive, Ill....	400	88,200
Total.....	.....	.....	.....	1,968,912

*For 6 months.

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR A SERIES OF YEARS.**

STOCK OF FLOUR IN STORE DEC. 31st, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1896	67,088	1896	83,296
1905	68,900	1896	75,686
1904	68,600	1894	63,987
1906	62,240	1896	60,015
1902	66,540	1892	137,737
1901	60,752	1891	70,189
1906	64,808	1890	67,490
1899	75,067	1889	96,780
1898	78,628	1888	99,670
1897	65,586	1887	124,900

MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.

Month.	1906. bbls.	1905. bbls.	1904. bbls.	Month.	1906. bbls.	1905. bbls.	1904. bbls.
January 1st.	68,800	74,885	52,240	July 1st.	84,500	28,850	46,100
February 1st.	59,780	66,800	61,000	August 1st.	88,180	45,135	80,200
March 1st.	67,600	61,000	58,800	September 1st.	87,900	96,500	35,800
April 1st.	51,250	51,675	61,685	October 1st.	41,726	41,620	46,685
May 1st.	88,800	65,722	58,200	November 1st.	46,275	59,466	47,670
June 1st.	88,807	44,450	50,450	December 1st.	67,088	68,462	65,800

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1905.	1906.	Months.	1905.	1906.
January.....	190,890	198,085	January.....	226,950	825,880
February.....	189,725	188,060	February.....	210,445	282,855
March.....	184,585	230,175	March.....	202,280	800,945
April.....	180,485	174,205	April.....	145,880	258,070
May.....	175,765	171,880	May.....	186,620	215,704
June.....	184,890	159,775	June.....	180,020	246,710
July.....	146,505	174,755	July.....	172,545	229,495
August.....	189,955	240,080	August.....	225,040	810,400
September.....	202,960	256,850	September.....	233,055	867,580
October.....	286,985	284,875	October.....	804,160	880,110
November.....	265,400	242,005	November.....	294,950	807,010
December.....	257,760	209,595	December.....	296,100	270,400
Total bbls.....	2,404,745	2,529,780	Total bbls.....	2,677,945	8,472,600

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '89,	bbls.	Year ending June 30, '98, 1,	ls
" " 30, '90, 1,	"	" " 30, '99, 1,	
" " 30, '91, 1,	"	" " 30, 1900, 1,	
" " 30, '92, 1,	"	" " 30, 1901, 2,	
" " 30, '93, 1,	"	" " 30, 1902, 2,	
" " 30, '94, 1,	"	" " 30, 1903, 2,	
" " 30, '95, 1,	"	" " 30, 1904, 2,	
" " 30, '96, 1,	"	" " 30, 1905, 2,	
" " 30, '97, 1,	"	" " 30, 1906, 2,	

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1903. Bbls.	1904. Bbls.	1905. Bbls.	1906. Bbls.
New York.....	4,281,084	2,672,766	2,550,988	3,068,838
Boston and Charlestown	767,044	610,108	491,418	735,319
Philadelphia.....	2,664,177	1,256,151	1,264,227	2,011,441
Baltimore	3,489,618	1,281,266	1,226,033	1,547,891
New Orleans.....	1,874,344	624,337	567,398	996,825
San Francisco.....	750,419	744,885	516,011	373,522
Chicago.....	7,204	19,558	20,915	82,646
Duluth and Superior.....	632,176	424,260	363,489	250,796
Portland and Falmouth	174,796	62,276	6,588	84,510
Puget Sound	1,968,341	1,603,557	1,962,127	2,522,913
Portsmouth and Norfolk.....	153,626	93,098	68,679	440,451
Willamette	1,087,636	730,154	1,058,343	591,983
New Port News.	1,044,044	678,836	605,758	772,497
Galveston	588,516	167,801	147,663	408,921
Mobile	268,695	356,616	386,524	362,970
Other Points.	332,691	42,839	45,826	94,592
Total	19,554,141	11,868,503	11,281,937	14,261,115

Value of Flour Exported in 1904, \$49,648,243

Value of Flour Exported in 1905, \$49,691,762

Value of Flour Exported in 1906, \$58,188,598

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1903. Bbls.	1904. Bbls.	1905. Bbls.	1906. Bbls.
St. Louis.....	2,840,695	2,855,560	2,529,780	2,404,745
New York.....	7,696,338	6,879,493	6,436,028	6,200,724
Boston.	1,868,743	1,775,458	1,669,145	1,866,469
Baltimore	4,395,959	2,096,709	2,278,039	2,837,338
Cincinnati	1,553,704	1,524,700	1,407,167	1,546,625
Milwaukee	3,307,995	2,301,705	2,516,630	2,967,540
Minneapolis	291,651	352,093	3,126,823	246,154
Toledo	625,000	450,000	.....	.....
Buffalo	11,243,027	6,160,965	10,201,100	10,279,884
Chicago	7,760,227	8,839,200	7,944,955	9,059,329
Philadelphia	3,882,434	2,261,053	2,445,264	4,304,397
*New Orleans.....	528,471	505,423	497,143	520,847
Detroit	292,301	322,100	293,800	260,200
Peoria.	826,205	919,300	967,950	1,186,620
San Francisco	1,366,976	1,295,590	1,037,484	861,525
Montreal.	1,313,497	1,007,086	755,439	1,044,063
Duluth and Superior	4,729,300	2,899,600	4,332,300	4,743,090
Cleveland	312,999	1,261,970	632,190	64,973
Indianapolis	1,306,096	276,099	301,157	231,594
Tacoma .....	.....	.....	.....	921,574
Galveston.....	660,047	167,801	183,118	419,474

*Not including Flour received in sacks.

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1906. Bbls.	1905. Bbls.	1904. Bbls.	1903. Bbls.
Minneapolis	14,898,848	14,258,190	18,652,785	15,581,805
St. Louis	1,010,120	1,285,587	1,102,980	1,112,816
Baltimore	256,611	149,650	212,701	350,878
Philadelphia	780,118	688,000	675,696	612,800
Milwaukee	1,259,087	1,418,140	1,820,616	1,443,420
Buffalo	2,501,678	.....	.....	990,108
Toledo	1,216,000	1,042,000	875,000	1,308,000
Detroit.....	557,800	599,000	591,000	570,000
Chicago	960,000	975,000	600,000	838,878
Duluth and Superior.....	908,175	793,145	835,720	1,178,695
Kansas City	1,989,263	2,053,000	1,595,106	1,535,460
Peoria	121,000	105,000	89,586	90,000
Cincinnati	417,000	381,935	.....	431,067
Cleveland.....	230,000	300,000	290,000	175,000
Indianapolis.....	566,089	425,148	484,959	519,845
Nashville, Tenn.....	645,000	.....	586,511	714,769
Galveston.....	290,830	240,755	187,309	195,000
Tacoma.....	1,600,000	.....	1,000,000	.....
California .....	.....	2,200,000	2,188,238	.....

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

	1906. Bbls.	1905. Bbls.	1904. Bbls.	1903. Bbls.
January	12,602	7,471	13,755	8,464
February	15,518	12,928	11,536	8,930
March	15,875	13,646	12,128	11,163
April.....	13,759	17,581	8,832	10,958
May	12,079	16,962	11,029	10,294
June	11,814	20,753	14,618	8,007
July.....	16,564	14,669	16,776	13,506
August.....	18,447	18,095	13,656	11,745
September.....	13,614	14,748	11,524	8,845
October.....	14,100	17,078	12,139	12,087
November.....	11,983	15,235	13,008	11,188
December.....	8,693	11,267	13,490	9,416
Total bbls	159,566	180,433	152,491	124,603

AUGUST RUMP, Inspector.

WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR
PER BARREL FOR 1906.

1906.		Patents.	Straight.	Extra Fancy.	*Low to Medium.
January	6.....	4.85@4.50	4.20@4.30	8.90@4.10	2.40@8.25
"	18.....	4.35 4.50	4.20 4.80	8.90 4.10	2.40 8.25
"	20.....	4.85 4.50	4.20 4.80	8.90 4.10	2.40 8.25
"	27.....	4.85 4.50	4.20 4.80	8.90 4.10	2.40 8.25
February	8.....	4.85 4.50	4.15 4.25	8.90 4.10	2.40 8.00
"	10.....	4.85 4.50	4.15 4.25	8.90 4.10	2.40 8.00
"	17.....	4.25 4.40	4.10 4.20	8.80 4.00	2.40 8.00
"	24.....	4.20 4.35	4.05 4.15	8.75 8.90	2.40 8.00
March	8.....	4.20 4.35	4.05 4.15	8.75 8.90	2.40 8.00
"	10.....	4.20 4.35	4.05 4.15	8.75 8.90	2.40 8.00
"	17.....	4.20 4.35	4.05 4.15	8.75 8.90	2.40 8.00
"	24.....	4.80 4.40	4.10 4.20	8.75 8.90	2.40 8.00
"	31.....	4.80 4.40	4.10 4.20	8.75 8.90	2.40 8.00
April	7.....	4.80 4.40	4.10 4.20	8.75 8.90	2.40 8.00
"	14.....	4.40 4.50	4.20 4.80	8.85 4.00	2.40 8.00
"	21.....	4.40 4.50	4.20 4.80	8.85 4.00	2.40 8.00
"	28.....	4.40 4.50	4.20 4.80	8.85 4.00	2.40 8.00
May	5.....	4.85 4.45	4.10 4.25	8.75 8.90	2.40 8.00
"	12.....	4.40 4.55	4.20 4.85	8.75 8.90	2.40 8.00
"	19.....	4.45 4.60	4.20 4.40	8.75 8.90	2.40 8.00
"	26.....	4.45 4.60	4.20 4.40	8.75 8.90	2.40 8.00
June	2.....	4.40 4.45	4.15 4.85	8.75 8.90	2.40 8.00
"	9.....	4.80 4.50	4.15 4.80	8.75 8.90	2.40 8.00
"	16.....	4.80 4.50	4.15 4.80	8.75 8.90	2.40 8.00
"	23.....	4.25 4.45	4.10 4.25	8.75 8.90	2.40 8.00
"	30.....	4.25 4.45	4.10 4.25	8.75 8.90	2.40 8.00
July	7.....	4.10 4.80	4.00 4.10	8.65 8.80	2.40 2.85
"	14.....	8.90 4.10	8.75 8.85	8.50 8.65	2.40 2.85
"	21.....	† 8.75 8.90	8.60 8.70	8.80 8.50	2.25 2.60
"	28.....	8.60 8.85	8.55 8.60	8.80 8.50	2.25 2.60
August	4.....	8.55 8.70	8.45 8.50	8.20 8.25	2.25 2.60
"	11.....	8.40 8.60	8.25 8.55	8.15 8.20	2.25 2.60
"	18.....	8.35 8.50	8.20 8.80	8.10 8.15	2.25 2.60
"	25.....	8.50 8.65	8.30 8.40	8.05 8.20	2.25 2.60
September	1.....	8.50 8.65	8.30 8.40	8.05 8.20	2.25 2.60
"	8.....	8.60 8.65	8.30 8.40	8.05 8.20	2.25 2.60
"	15.....	8.45 8.60	8.30 8.40	8.05 8.20	2.80 2.60
"	22.....	8.50 8.60	8.30 8.40	8.05 8.20	2.80 2.60
"	29.....	8.45 8.60	8.30 8.40	8.10 8.20	2.80 2.60
October	6.....	8.60 8.70	8.85 8.45	8.10 8.25	2.80 2.60
"	13.....	8.65 8.80	8.40 8.50	8.15 8.80	2.80 2.60
"	20.....	8.65 8.80	8.40 8.50	8.15 8.80	2.80 2.60
"	27.....	8.60 8.75	8.35 8.45	8.10 8.25	2.80 2.60
November	3.....	8.55 8.75	8.35 8.45	8.10 8.25	2.80 2.60
"	10.....	8.55 8.75	8.35 8.45	8.10 8.25	2.80 2.60
"	17.....	8.60 8.75	8.35 8.45	8.10 8.25	2.80 2.60
"	24.....	8.60 8.75	8.35 8.45	8.10 8.25	2.80 2.60
December	1.....	8.60 8.75	8.35 8.45	8.10 8.25	2.80 2.60
"	8.....	8.60 8.75	8.35 8.45	8.10 8.25	2.80 2.60
"	15.....	8.60 8.75	8.35 8.45	8.10 8.25	2.80 2.60
"	22.....	8.60 8.75	8.35 8.45	8.10 8.25	2.80 2.60
"	29.....	8.60 8.75	8.35 8.45	8.10 8.25	2.80 2.60

* Low to Medium in Jute.

† New Wheat Flours.

GRAIN.

From the Report of HON. JAMES WILSON, Secretary of Agriculture.

VALUE OF FARM PRODUCTS.

Taken at that point in production at which they acquire commercial value, the farm products of the year, estimated for every detail presented by the census, have a farm value of \$6,794,000,000. This is \$485,000,000 above the value of 1905, \$635,000,000 above 1904, \$877,000,000 above 1903, and \$2,077,000,000 above the census for 1899.

The value of the farm products of 1906 was 8 per cent greater than that of 1905, 10 per cent over 1904, 15 per cent over 1903, and 44 per cent over 1899.

A simple series of index numbers is readily constructed, which shows the progressive movement of wealth production by the farmer. The value of the products of 1899 being taken at 100, the value for 1903 stands at 125, for 1904 at 131, for 1905 at 134, and for 1906 at 144.

CHIEF CROPS.

ALL CEREALS.—While the value of all cereals dropt about \$40,000,000 below the total value of 1905, and about \$12,000,000 below the total of 1904, the number of bushels for 1906, which was 4,688,000,000, was 120,000,000 bushels above the yield of 1905, 570,000,000 above the yield of 1904, and 835,000,000 bushels above the yield of 1903.

CORN remains by far the most valuable crop, and the figure that it may reach this year is \$1,100,000,000 for 2,881,000,000 bushels—perhaps a little under the value of the next largest crop, that of 1905.

THE COTTON CROP, fiber and seed combined, follows corn in order of value, although it is only three-fifths of the value of the corn crop. No comments here must be regarded as indicating what the Department's estimate of the cotton-fiber production is to be. Upon the basis of the general commercial expectation of a crop, it should be worth to the grower nearly \$640,000,000. In Texas alone the cotton crop is greater than that of British India and nearly three times that of Egypt, and it is half as much again as the crop of the world, outside of the United States, India and Egypt.

HAY is a crop that receives small popular attention, and yet it is the third one in value if cotton seed is included in the cotton crop, and this year it approaches \$600,000,000 for a product that is short by perhaps 8,000,000 tons.

WHEAT.—The fourth crop in order of value is wheat, which this year may be worth over \$450,000,000, a value that has been exceeded

several years; but in quantity this year's crop, with its 740,000,000 bushels, is only 8,000,000 bushels below the largest crop grown—that of 1901.

OATS.—The crop of oats, on account of unfavorable weather, has fallen below the usual amount, but its value will be perhaps not far under \$300,000,000, or about the same as for 1905, and not much under the highest value reached, in 1902.

POTATOES.—With a probable crop of fully 300,000,000 bushels, potatoes reach next to their highest production, which was in 1904; but the total value, \$150,000,000, rests upon a rather low average per bushel and has been exceeded in other years.

BARLEY.—Seventh among the crops in order of value is barley, a cereal that has gained 21 per cent in production in seven years. The 145,000,000 bushels grown this year may be worth \$65,000,000, both bushels and dollars being much more than for the highest preceding years—1904 being the previous record year for yield and 1902 for value.

The cereal crops of 1906 aggregated 4,889,872,900 bushels, the largest ever produced.

The average yield, production and value as given by the Department of Agriculture were as follows:

CEREAL.	Acreage.	Yield per Acre.	PRODUCTION.	Price per Bushel.	TOTAL FARM VALUE.
		Bushels.	Bushels.		
Winter Wheat.....	29,599,961	16.7	492,888,004	68.8	\$ 336,438,081
Spring Wheat.....	17,706,669	18.7	342,872,986	68.5	158,897,679
Corn.....	96,737,881	80.8	2,927,416,081	89.9	1,168,626,479
Oats.....	80,968,768	81.2	964,904,522	31.7	306,292,978
Rye.....	2,001,904	16.7	83,674,888	68.9	19,871,248
Barley.....	6,828,787	28.8	179,916,484	41.5	74,285,997

The yield as compared with previous years was as follows:

Farm values for several years compare as follows:

	1905.	1904.	1903.	1902.
Corn.....	\$952,888,801	\$1,087,461,440	\$1,116,696,738	\$1,168,626,479
Wheat.....	448,024,826	510,489,874	516,872,727	490,382,700
Oats.....	267,661,665	279,900,018	277,047,587	306,292,978
Rye.....	15,998,871	18,745,648	16,754,651	19,871,248
Barley.....	60,166,812	58,651,807	55,047,166	74,285,997
Hay.....	556,876,880	529,107,625	515,969,784	592,689,671
Potatoes.....	151,688,490	150,878,892	160,821,080	157,647,892

It will be noticed that corn is the most valuable product, and that hay and wheat are the next.

The exports of grain from the United States for the past seven years compare as follows :

YEAR.	WHEAT. Bushels.	CORN. Bushels.	Oats. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1906.....	62,828,437	102,168,285	25,480,162	1,072,251	14,358,218	205,927,353
1905.....	20,555,817	110,999,265	28,641,663	470,230	13,869,421	174,036,396
1904.....	13,015,894	46,851,290	1,192,838	94,451	8,320,062	68,973,535
1903.....	73,145,273	91,254,690	1,461,826	2,758,405	9,514,143	178,134,337
1902.....	129,466,280	18,723,960	5,976,708	4,855,264	8,712,874	167,735,081
1901.....	179,201,418	102,859,089	25,929,048	2,617,570	8,666,110	318,773,235
1900.....	99,079,153	190,886,489	32,183,242	1,996,785	12,319,162	335,964,831

The receipts of grain at St. Louis during the year show a gratifying increase, aggregating 80,271,709 bushels, as compared with 61,839,011 bushels in 1905. The increase was in corn and oats, wheat receipts showing a slight falling off. Receipts as compared with former years were as follows:

	RECEIPTS.				
	1906.	1905.	1904.	1903.	1902.
Wheat, bushels.....	17,646,005	21,001,852	23,148,133	23,533,800	30,667,212
Corn, "	30,725,825	18,067,905	18,246,325	20,990,245	16,024,715
Oats, "	28,522,420	19,278,365	17,109,295	20,409,930	20,570,245
Rye, "	543,159	569,706	674,185	1,327,892	940,396
Barley "	2,834,300	2,921,183	3,163,000	2,633,119	2,234,504
Total, bushels....	80,271,709	61,839,011	62,340,938	68,894,985	70,437,072

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1906.....	91,093,061	1900.....	69,556,619	1894.....	51,646,405
1905.....	73,223,021	1899.....	55,058,154	1893.....	66,348,786
1904.....	72,940,958	1898.....	60,384,608	1892.....	80,548,136
1903.....	79,428,113	1897.....	63,581,364	1891.....	68,835,754
1902.....	80,416,654	1896.....	57,203,249	1890.....	77,795,322
1901.....	69,817,294	1895.....	37,410,330	1889.....	68,466,596

The relative position of the ten principal primary receiving points is shown by the following table:

	RECEIPTS OF GRAIN FOR FOUR YEARS.			
	1906—bush.	1905—bush.	1904—bush.	1903—bush
Chicago.....	240,065,226	260,675,803	225,719,957	240,547,173
St. Louis.....	80,271,709	61,839,011	62,340,938	68,894,986
Minneapolis.....	120,194,560	137,270,260	130,555,850	124,562,810
Peoria	38,128,000	29,093,000	34,286,700	34,855,870
Kansas City.....	60,483,500	69,599,800	58,850,900	61,749,000
Milwaukee	43,421,026	37,749,100	37,407,610	33,168,305
Toledo	19,842,140	24,390,109	19,924,110	25,699,618
Duluth and Superior ...	59,999,866	51,353,117	46,142,089	41,337,623
Detroit.....	13,663,643	15,025,279	15,330,062	12,589,904
Cincinnati.....	25,776,544	30,104,217	22,647,597	20,581,883
Omaha	44,530,300	.....	.....	.....

WHEAT.

St. Louis is the leading Soft Winter wheat market of the country, and controls largely the marketing of this grade of wheat. A considerable amount of Hard Winter is also received, and finds ready sale. Receipts during the year were 1,764,605 bushels. Receipts from the West aggregated 8,026,630 bushels, from the North and Northwest 6,243,070 bushels. Notwithstanding the crop was the largest with one exception ever harvested, the receipts did not come up to the expectation, most of the primary market showing a decline for the year.

Inspections for the last three years show the relative amount of each grade received to have been as follows:

Wheat.		1906.	1905.	1904.
Soft Winter	Cars....	9,472	13,159	14,336
Hard Winter.....	"	6,659	7,163	8,755
Spring.....	"	591	1,080	802
Mixed.....	"	157	114	664
Colorado.....	" ....	...	208	804
Durum and Macaroni. "	... ..	153	...	...
Other Grades.....	"	123	198	67
Soft Winter	Sacks....	390,854	404,208	441,121
Other Grades.....	"	878	2,762	1,857

Shipments aggregated 13,792,358 bushels, of which 386,352 bushels were exported by rail via Gulf Ports, and 3,594 bushels by Atlantic Ports, none going by river. The balance was shipped to the East and South for consumptive purposes; 4,545,500 bushels was taken by city mills.

Cash No. 2 Red was quoted at 92½ to 96 cents in January and declined until 88 was reached in May and 86 in June. After harvest prices fell to 71¾ in July, 68⅛ in August and ranged from 69 to 76½ cents for the balance of the year.

Receipts of wheat at the principal primary markets for the past four years compare as follows:

	1906—Bu.	1905—Bu.	1904—Bu.	1903—Bu.
Minneapolis	80,694,580	92,176,870	86,935,980	86,040,070
Chicago.....	28,249,475	26,899,012	24,457,347	27,124,585
Kansas City.....	37,423,000	40,038,000	39,159,900	38,322,000
Duluth and Superior	41,558,151	31,186,725	26,635,205	29,091,142
St. Louis	17,646,005	21,001,352	23,148,133	23,533,800
Milwaukee	7,832,426	7,576,600	8,240,860	9,031,615
Toledo.....	4,411,251	4,593,700	4,722,280	5,729,513
Omaha	10,036,700	.....	.....	.....

The crop of the surplus wheat States for the three years were as follows:

	1906—Bu.	1905—Bu.	1904—Bu.	1903—Bu.
Kansas	78,506,540	77,271,104	65,019,471	87,249,557
Minnesota.....	55,801,591	72,434,234	68,344,256	70,652,597
Nebraska	52,288,692	48,002,603	31,453,943	42,157,560
Iowa.....	9,212,218	13,683,003	11,266,220	12,531,304
South Dakota.....	41,955,400	44,133,481	31,556,784	47,252,994
Missouri	31,784,900	23,022,338	27,163,141	22,194,614
Illinois	38,585,900	29,951,584	21,542,421	16,571,940
Wisconsin.....	4,690,816	7,893,331	7,483,563	8,365,335
North Dakota.....	77,896,000	75,623,044	53,892,193	55,240,580

CORN.

The Corn crop of 1906 was the banner crop, yielding 2,927,416,091 bushels.

Receipts at this point were largely increased, being 30,725,825 bushels, against 18,067,905 bushels in 1905 and 18,246,325 bushels in 1904.

Receipts from the surplus producing states of the North and Northwest were 26,831,895 bushels. Shipments aggregated 22,571,655 bushels, of which 1,351,245 bushels were exported and 18,602,612 bushels shipped to the South for consumption.

The price of No. 2 ranged from 39¾ to 54½ cents, reaching 54½ in July, the highest quotation of the year, and declining to 39½, which was the closing price of the year.

Receipts at the principal primary markets were as follows:

RECEIPTS OF CORN.

	1906. Bushels.	1905. Bushels.	1904. Bushels.	1903. Bushels.
Chicago	98,896,563	110,823,444	100,543,207	98,545,534
St. Louis.....	30,725,825	18,067,905	18,246,325	20,990,245
Peoria..	15,190,900	14,321,400	19,576,000	21,034,970
Kansas City.....	15,882,000	21,508,000	14 187,600	16,282,800
Toledo.....	6,826,200	8,350,650	7,777,447	12,882,902
Detroit.....	5,968,068	6,849,753	4,975,154	3,793,303
Milwaukee	5,915,250	8,101,800	2,964,950	2,308,500
Cincinnati.....	12,793,810	11,326,222	12,848,217	10,453,465
Indianapolis.....	9,261,000	8,439,300	8,104,500	7,233,750
Omaha.....	20,728,400	.....	.....	.....

The crops of the corn surplus States for four years, as reported by the Department of Agriculture, are as follows:

	1906--Bush.	1905--Bush.	1904--Bush.	1903--Bush.
Ohio.....	141,645,000	112,399,896	99,628,555	88,095,757
Indiana	188,893,767	187,180,623	143,396,852	142,580,896
Illinois	347,169,585	332,752,063	344,133,680	264,067,431
Iowa.....	373,275,000	305,112,376	308,039,266	229,218,320
Missouri.....	228,522,500	203,294,798	151,522,643	202,839,564
Kansas.....	196,075,000	193,275,836	134,609,669	171,687,013
Nebraska	249,782,500	263,551,772	260,942,335	172,379,524
Total	1,719,363,352	1,647,516,864	1,437,273,000	1,270,888,494

OATS.

The crop of 1906 was 964,904,522 bushels, the largest ever harvested with the exception of the crop of 1902 which amounted to 987,842,712 bushels. Receipts at St. Louis were 28,522,420 bushels, and shipments 23,269,290 bushels. The bulk of the shipments went to the South for consumption, only 219,957 bushels being exported by Gulf ports.

No. 2 Oats were quoted at 31 to 33 cents in January, ranging from 30 to 40 till July, when the price fell to 33, and in August to 30¼ cents per bushel, the lowest quotation of the year. The close was 35½ to 36¼ in December.

The Oat crops of the Western States for four years compare as follows:

	1903. bush.	1905. bush.	1904. bush.	1906. bush.
Iowa	140,777,000	131,115,180	122,823,200	84,133,944
Minnesota	72,011,160	80,669,700	85,178,503	68,809,174
Wisconsin	91,630,000	98,579,988	86,734,515	79,688,846
Illinois	107,763,500	132,779,762	117,811,952	98,525,762
Indiana	50,196,000	47,432,822	42,358,732	29,457,705
Ohio	48,380,000	37,993,108	49,733,541	30,752,419
Missouri	14,685,503	19,684,885	16,265,549	17,401,783
Kansas	24,780,000	23,248,223	16,955,087	26,011,753

RYE.

The Rye crop of 1906 was 33,374,833 bushels. Receipts at St. Louis were 543,159 bushels, the major part coming by rail from the West and Northwest. Prices of No. 2 opened in January at 65 to 68½, and ranged from 58 cents to 70 cents after harvest, closing at 64 to 69.

BARLEY.

The Barley crop of 1906 was 178,916,484 bushels. Receipts were 2,834,300 bushels, practically all of which was taken by home brewers and malsters.

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1890.....	1,856,883 bbls., or 58,498,114 galls.
1891.....	1,810,812 " 56,135,172 "
1892.....	1,961,449 " 60,814,919 "
1893.....	2,092,903 " 64,879,993 "
1894.....	1,931,666 " 59,881,646 "
1895.....	1,962,059 " 60,823,844 "
1896.....	2,193,785 " 68,007,358 "
1897.....	2,124,507 " 66,859,744 "
1898.....	2,040,158 " 63,204,898 "
1899.....	2,100,411 " 66,112,741 "
1900.....	2,283,603 " 70,791,693 "
1901.....	2,517,755 " 78,050,402 "
1902.....	2,707,508 " 83,932,748 "
1903.....	2,804,208 " 86,930,448 "
1904.....	3,056,170 " 94,741,270 "
1905.....	2,682,610 " 83,160,910 "
1906.....	3,268,298 " 101,817,238 "

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1906.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January.....	190,890	1,507,890	2, 120	3,854,400	108,000	410,000
February.....	188,725	1,110,678	8, 120	1,868,800	68,000	288,750
March.....	184,585	821,660	1, 120	2,589,600	21,000	290,000
April.....	180,485	789,447	2, 120	2,417,650	46,000	182,500
May.....	178,785	872,988	8, 120	2,454,800	18,897	88,750
June.....	164,830	609,884	2, 120	1,896,178	18,000	87,790
July.....	146,505	8,287,182	1, 120	1,961,888	19,107	14,800
August.....	189,955	2,886,795	8, 120	2,678,400	28,702	2,600
September.....	202,960	1,642,688	1, 120	2,521,600	17,450	68,000
October.....	288,985	1,691,478	2, 120	3,476,880	88,072	677,800
November.....	265,430	1,588,528	1, 120	2,686,600	54,441	288,400
December.....	267,760	912,457	8, 120	1,829,000	98,000	494,000
By Wagon.....		285,000	100	800,000		
Total.....	2,404,745	17,646,005	80,725,825	28,523,420	548,159	2,884,800

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1906.

MONTHS.	Flour Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January.....	226,950	1,208,450	1, 60	1, 65	79,900	75,305
February.....	210,445	1,268,018	2, 120	1, 60	107,965	26,921
March.....	202,280	1,310,540	1, 120	2, 50	42,520	17,908
April.....	148,880	1,478,862	1, 120	2, 100	60,290	28,580
May.....	186,620	1,168,121	2, 120	2, 100	19,280	1,018
June.....	180,020	828,175	2, 120	2, 100	22,805	19,791
July.....	172,545	517,650	1, 120	1, 170	6,680	
August.....	226,040	959,855	2, 120	1, 145	22,665	6,705
September.....	238,065	1,587,485	1, 120	1, 150	10,825	23,294
October.....	804,160	1,502,450	1, 120	2, 100	84,180	21,064
November.....	294,960	1,178,555	1, 120	2, 100	46,140	4,750
December.....	286,100	910,290	1, 120	1, 105	88,245	6,280
Total.....	2,877,945	18,792,869	22,571,665	28,260,200	684,535	252,584

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-ONE YEARS.

	Receipts.	Shipments.
1886.....	42,918,800	27,409,878
1887.....	48,748,569	28,008,222
1888.....	51,195,181	28,402,167
1889.....	68,408,596	54,232,760
1890.....	77,785,229	68,165,187
1891.....	68,836,764	51,268,819
1892.....	80,548,126	53,545,978
1893.....	68,248,796	51,487,600
1894.....	51,646,405	38,179,487
1895.....	87,410,230	29,239,898
1896.....	67,208,949	41,200,512
1897.....	63,581,364	46,987,890
1898.....	60,884,608	52,722,679
1899.....	66,066,154	41,028,620
1900.....	69,555,619	84,606,490
1901.....	69,817,264	59,152,571
1902.....	90,418,654	60,694,266
1903.....	79,428,118	68,977,008
1904.....	72,940,569	69,890,209
1905.....	78,228,021	65,262,164
1906.....	91,086,061	72,451,124

Since 1892, Flour is reduced to wheat at four and one-half bushels to the barrel, previous to 1892 at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1871.....	15,949,871	6,321,630	51,306,310	15,800,130	8,395,036	5,532,366	409,709	264,761	5,411,738	157,064
1872.....	20,774,867	12,445,050	16,541,556	9,876,978	8,152,516	4,419,011	408,707	244,879	1,616,068	86,345
1873.....	16,000,704	6,430,765	20,001,459	15,199,849	6,458,757	3,047,539	533,379	308,537	3,899,798	199,309
1874.....	16,353,909	7,177,929	16,807,805	16,532,349	7,036,961	3,003,300	645,378	700,036	3,603,941	169,761
1875.....	10,680,677	2,332,939	25,114,728	20,491,416	7,393,329	3,880,339	728,798	635,640	2,017,802	210,349
1876.....	12,309,364	3,439,463	16,897,071	11,949,906	7,436,916	2,764,932	447,243	887,013	2,529,721	215,377
1877.....	14,510,315	6,228,308	16,576,896	12,841,173	9,700,544	3,780,729	886,736	175,263	2,593,192	291,397
1878.....	12,010,109	4,412,508	20,369,499	15,904,769	10,456,767	5,414,764	621,314	375,338	3,044,081	324,068
1879.....	12,310,091	6,851,141	24,369,791	20,649,187	11,847,341	6,806,977	679,364	939,073	3,070,907	302,178
1880.....	11,730,774	8,698,015	45,008,681	40,618,323	13,223,945	7,191,908	501,054	467,390	3,794,993	320,149
1881.....	25,593,163	14,977,215	21,530,940	14,381,808	12,432,316	7,773,838	1,149,430	862,466	3,108,516	173,609
1882.....	27,432,855	14,323,534	29,030,000	29,004,768	10,604,810	4,973,936	1,138,133	1,082,574	3,091,349	185,508
1883.....	24,842,909	7,326,954	33,909,406	29,006,437	10,046,326	4,094,376	569,799	1,596,365	1,900,746	133,312
1884.....	10,012,243	8,140,173	37,046,945	18,163,853	10,196,635	2,909,508	340,325	190,036	2,082,428	76,571
1885.....	11,278,393	7,378,613	8,770,390	6,281,309	10,406,100	4,006,374	244,331	178,396	2,104,196	45,391
1886.....	12,651,945	6,630,576	24,763,446	20,045,730	11,491,310	5,305,097	295,830	247,529	1,981,611	166,894
1887.....	13,057,755	7,490,084	21,077,440	20,817,511	12,147,235	5,890,840	713,426	989,491	1,805,611	125,131
1888.....	14,340,252	11,026,765	26,728,905	27,369,031	10,745,890	5,973,364	571,707	670,022	2,001,911	52,989
1889.....	10,428,162	4,908,427	29,844,478	20,341,928	12,806,896	6,184,596	454,700	491,642	1,403,474	77,573
1890.....	19,738,614	12,478,896	26,612,410	23,697,793	13,267,926	7,599,708	475,396	481,776	2,011,500	121,490
1891.....	20,860,935	17,012,690	20,334,060	17,718,656	15,725,180	10,511,805	696,670	490,317	1,869,038	92,201
1892.....	20,857,212	22,276,507	16,024,715	18,998,459	20,570,345	11,507,969	940,836	928,906	2,364,594	65,417
1893.....	24,526,800	18,908,761	20,990,345	20,639,601	20,409,880	14,079,146	1,327,396	1,096,416	2,432,119	204,086
1894.....	28,148,128	24,040,340	18,346,626	16,770,893	17,169,298	12,890,310	674,165	787,297	2,168,000	498,308
1895.....	21,001,392	16,340,999	16,097,905	14,647,717	19,378,895	16,006,120	169,706	493,266	2,921,196	297,091
1896.....	17,646,005	12,732,366	20,726,026	22,671,683	29,522,420	22,269,200	549,189	544,895	2,694,806	292,394

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.				SHIPMENTS.			
Months.	1905.		1906.	Months.	1905.		1906.
January.....	1,	49	1, 90	J	1,	78	1,305,480
February.....		88	1, 78	F	1,	29	1,263,015
March.....	1,	89	1, 60	M	1,	84	1,210,540
April.....		11	47	A	1,	84	1,473,382
May.....		14	88	M	1,	90	1,165,121
June.....		80	84	J	1,	21	823,175
July.....	4,	14	8, 82	J	2,	99	517,650
August.....	8,	64	2, 95	A	2,	68	959,805
September.....	2,	72	1, 88	S	1,	49	1,567,436
October.....	2,	76	1, 78	O	1,	85	1,602,460
November.....	1,	98	1, 28	N	1,	76	1,172,569
December.....	1,	41	57	D	1,	68	910,299
By Wagon.....		18	00				
Total bushels..	21,001,863		17,646,006	Total bushels..	18,340,680		18,792,868

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1905.	1906.	1904.
The West by rail and Missouri River.....	8,036,630	10,548,852	11,009,181
The South by rail from west of Mississippi River..	79,582	67,151	618,147
The South by Mississippi River boats.....	256,677	264,299	589,608
The South by rail from east of Mississippi River...	747,480	787,611	622,044
The East by rail and by Illinois River.....	1,907,611	1,968,092	1,885,584
The North and Northwest by rail and river.....	6,243,070	6,688,644	8,454,794
Wagons from near the city.....	265,000	817,413	650,825
Total receipts, bushels.....	17,646,006	21,001,863	28,148,183

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1905.	1906.	1904.
Europe direct via Atlantic and Gulf ports by rail..	889,948	62,826	1,798
Europe direct via New Orleans by river.....			
East by rail (not exported).....	2,869,091	3,620,868	7,800,423
South by rail (not exported).....	10,486,746	14,223,562	16,265,391
To local points by rail and river.....	75,575	823,894	571,054
Total shipments, bushels.	18,792,868	18,340,680	24,640,654

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1905.	1906.	Months.	1905.	1906.
January.....	90	2, 30	J	1, 10	1,779,580
February.....	1, 95	3, 30	F	1, 64	2,009,535
March.....	1, 95	1, 50	M	1, 76	1,870,410
April.....	1, 65	2, 85	A	1, 65	1,898,810
May.....	60	8, 80	M	1, 86	2,446,925
June.....	1, 45	2, 80	J	1, 75	2,758,890
July.....	1, 85	1, 80	J	1, 80	1,824,900
August.....	1, 85	8, 40	A	1, 06	2,781,950
September.....	1, 80	1, 65	S	1, 80	1,781,455
October.....	1, 10	2, 85	O	1, 90	1,668,155
November.....	1, 85	1, 30	N	1, 70	1,424,415
December.....	2, 40	8, 00	D	1, 45	1,264,320
By Wagon.....	00	00			
Total bushels..	18,067,905	30,725,826	Total bushels..	14,547,717	22,571,655

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1903.	1905.	1904.
The West by rail and Missouri river.....	9,568,055	5,408,080	5,168,765
The South by rail from west of Mississippi river.....		7,650	126,915
The South by Mississippi river boats.....	90,615	115,405	24,110
The South by rail from east of Mississippi river...	459,200	496,275	503,100
The East by rail and by Illinois river.....	2,944,115	3,437,740	5,748,260
The North and Northwest by rail and river.....	17,268,940	8,186,905	9,240,125
Wagons from near the city.....	400,000	425,000	425,000
Total receipts, bushels.....	30,725,826	18,067,905	18,246,325

DIRECTION OF SHIPMENTS FOR THREE YEARS.

	1903.	1905.	1904.
Exported via Gulf and Atlantic ports.....	1,851,245	949,855	279,276
Exported via New Orleans by river.....			
South by rail for consumption.....	18,602,612	12,526,811	14,486,823
East by rail for consumption.....	2,451,148	891,704	1,850,854
South by river for consumption.....	88,820	11,480	45,975
West by rail for consumption.....	120,840	151,626	284,890
To local points.....	7,290	16,781	124,550
Total shipments, bushels.....	22,571,655	14,547,717	16,770,668

Of the Corn exported via Gulf ports 686,328 bushels went to Cuba, 74,745 bushels to South America and 1,562 bushels to Porto Rico. Mexico took 555,263 bushels.

OATS

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS

					SHIPMENTS.				
					L.	1905.	1906.		
.....					1	155	1		
.....					1	100	1		
.....					1	105	2		
.....					1	115	2		
.....					1	100	2		
.....					1	105	2		
.....						105	1		
.....						150	1		
.....					1	150	1		
.....						115	2		
.....						135	2		
.....						125	1		
Total bushels ...					19,378,865	28,522,420	Total bushels...	12,690,819	28,269,290

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1904.	1905.	1906.
The West, by rail.....	2,947,710	4,288,860	8,010,000
The South, by rail from West of Mississippi River.....	99,800	.....	1,600
The South, by Mississippi River Boats.....	400	.....	.....
The South, by rail from East of Mississippi River.....	1,268,980	1,210,950	1,854
The East, by rail and Illinois River.....	4,890,820	5,810,980	10,568,980
The North and Northwest, by rail and river.....	7,597,025	8,202,685	9,645,570
Wagons near the city.....	818,900	518,900	800,000
Total Receipts, bushels.....	17,109,295	19,278,865	26,522,420

DIRECTION OF SHIPMENTS.

TO	1904.	1905.	1906.
The West.....	499,845	430,725	808,870
The South, by rail.....	12,186,270	15,478,490	21,955,105
The South, by river.....	89,500	65,820	91,370
The East, by rail.....	140,880	190,790	808,280
Local points.....	24,785	5,868	9,768
Total Shipments, bushels	12,690,819	16,068,120	28,269,290

In 1898, 4,534 bushels were exported via Atlantic seaports and 861,717 bushels via New Orleans.

In 1899, 43,949 bushels were exported via Atlantic ports and 110,899 bushels via New Orleans.

In 1900, 244,607 bushels were exported via Atlantic ports and 667,804 bushels via New Orleans.

In 1902, 809,538 bushels were exported via Atlantic ports and 28,409 bushels via New Orleans.

In 1903, 18,571 bushels were exported by rail via Atlantic and Gulf ports.

In 1904, 43,868 bushels were exported via Gulf ports.

In 1905, 259,808 bushels were exported via Gulf ports.

In 1906, 219,967 bushels were exported via Gulf ports, of which 98,948 bushels went to Cuba.

R Y E.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.		1905.	Months.	1905.	1906.
January.....	106,000	68,700	J ₁	79,980	62,810
February.....	68,000	55,800	F ₁	107,805	94,579
March.....	21,000	48,018	M.....	42,520	49,023
April.....	48,000	48,680	A.....	60,290	68,851
May.....	18,857	18,045	M.....	19,880	6,958
June.....	18,000	6,788	J ₁	23,808	10,110
July.....	19,107	18,284	J ₁	5,680	4,789
August.....	26,703	86,126	A.....	23,968	11,927
September.....	17,450	39,108	S ₄	10,835	12,749
October.....	58,072	70,784	O ₁	84,180	89,988
November.....	54,441	108,044	N.....	45,140	68,685
December.....	26,808	71,000	D.....	69,848	68,229
By Wagon.....	.....	.....	
Total bushels..	548,159	569,708	Total bushels..	584,588	492,266

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1905.	1906.	1907.
The West by rail ..	134,610	183,612	115,299
The South by rail from west of Mississippi river...	1,000	8,866	6,694
The South by Mississippi river boats.....	586	270	588
The South by rail from east of Mississippi river....	9,000	11,900	8,600
The East by rail and Illinois river.....	87,229	42,207	24,084
The North by rail and river	576,513	844,287	534,193
Total receipts, bushels	548,159	569,708	674,196

230,588 bushels were exported in 1902 via Atlantic Seaboard, and 28,212 bushels via New Orleans.

86,121 bushels exported in 1903.

10,714 bushels exported in 1904.

None exported in 1905.

1,428 bushels exported in 1906.

BARLEY.**MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.**

RECEIPTS.			SHIPMENTS.		
Months.	1906.	1905.	Months.	1906.	1905.
January.....	410,000	215,000	J.....	75,206	81,337
February.....	338,750	280,000	F.....	20,921	80,566
March.....	208,000	357,500	M.....	17,988	26,272
April.....	182,500	180,000	A.....	20,560	9,500
May.....	88,750	80,000	M.....	2,015	27,200
June.....	37,700	.....	J.....	19,791	800
July.....	14,800	2,661	J.....	.....	.....
August.....	2,500	7,654	A.....	6,765	1,800
September.....	65,000	40,897	S.....	20,204	6,800
October.....	677,800	642,750	O.....	21,064	21,010
November.....	293,400	519,750	N.....	4,750	63,743
December.....	494,000	646,271	D.....	6,230	66,070
Total bushels..	2,384,800	2,921,158	Total bushels..	252,584	308,000

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1904.	1905.	1906.
The West by rail.....	67,200	291,947	297,000
The South by rail from west of Mississippi river..	.....	.....	.....
The South by Mississippi river boats.....	.....	306	.....
The East by rail and Illinois river....	2,006,950	1,604,750	1,779,000
The North by rail and river.....	670,150	944,250	1,325,000
Total receipts, bushels.....	2,884,800	2,921,158	3,122,000

No Canada Barley received in 1896.

12,000 bushels Canada Barley received in 1897.

No Canada Barley received in 1898.

36,000 bushels Canada Barley received in 1899.

67,817 bushels Canada Barley received in 1900.

6,800 bushels Canada Barley received in 1901.

No Canada Barley received since 1901.

RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.

EXPORTS OF DOMESTIC FLOUR AND GRAIN FROM THE UNITED STATES
FOR THE CALENDAR YEAR 1906.

As reported by the Bureau of Statistics, Department of Commerce and Labor,
Washington, D. C.

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL Two Months. BUSH.
1906.....	2,896,795	8,287,182	5,573,977
1905.....	3,822,854	4,878,014	7,700,868
1904.....	4,522,898	2,194,724	6,818,107
1903.....	2,808,982	2,986,198	5,825,125
1902.....	6,942,847	5,944,122	12,887,469
1901.....	8,898,249	5,591,140	9,494,849
1900.....	4,729,064	4,180,881	8,960,965
1899.....	2,107,170	1,829,118	4,085,898
1898.....	1,504,852	1,110,280	2,705,182
1897.....	2,689,971	1,261,528	8,901,499
1896.....	8,098,790	2,265,198	5,358,982
1895.....	2,858,092	1,902,850	4,256,042
1894.....	3,331,638	3,348,308	5,679,341
1893.....	2,498,298	2,207,104	4,698,323
1892.....	6,619,977	3,276,424	9,897,401
1891.....	5,124,545	3,027,928	8,821,481
1890.....	2,169,462	2,476,800	4,645,892
1889.....	3,080,802	2,320,085	5,410,967
1888.....	4,021,192	2,111,895	6,132,567
1887.....	3,004,087	4,419,464	7,514,091
1886.....	2,228,087	4,476,270	7,194,307
1885.....	2,167,175	984,858	3,152,033

RECEIPTS OF WHEAT BY CROP YEARS.

Bushels.				Bushels.			
Year ending June 30, 1906.....	23,012,628			Year ending June 30, 1900.....	10,211,628		
“ “ “ 1904.....	12,662,904			“ “ “ 1901.....	23,211,245		
“ “ “ 1905.....	10,126,318			“ “ “ 1902.....	19,822,546		
“ “ “ 1906.....	12,896,795			“ “ “ 1903.....	32,369,571		
“ “ “ 1907.....	11,514,494			“ “ “ 1904.....	24,298,999		
“ “ “ 1908.....	12,719,825			“ “ “ 1905.....	20,955,396		
“ “ “ 1909.....	14,322,491			“ “ “ 1906.....	21,607,370		

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Hard Wheat, No. 2 Corn, No. 2 Oats and No. 2 Rye, during 1906:

	No. 2 Red Wheat.	No. 2 Hard Wheat.	No. 2 Corn.	No. 2 Oats.	No. 2 Rye
January.....	96 92½	89½ 72½	43½ 41½	83 81½	68½ 66
February.....	95½ 88	85½ 78	42½ 39½	84 80	66 61
March.....	94 89	86 76	44½ 40½	84 80½	61 58
April.....	98 90	90 76	51½ 48½	88 81	64½ 59½
May.....	99½ 88	89 79	51 49	85½ 82½	65 61
June.....	95 86	84½ 79	53½ 48	40½ 83½	63 60
July.....	82 71½	82 70½	54½ 50½	89 84	63½ 58
August.....	72 68½	73½ 67½	51 46½	83 80½	65 58
September.....	76 69	78 67½	47½ 46	84½ 80½	66 60
October.....	77½ 74	76½ 70	46 44	84½ 83½	64 63
November.....	76½ 74	76½ 71	45½ 41	84½ 83½	70 63½
December.....	76½ 74	75½ 70½	45 39½	86½ 83½	69 64

EXTREME RANGE for the year:

Highest.....	99½	90	54½	40½	70
Lowest.....	68½	67½	39½	80	58

FIRST ARRIVALS OF NEW GRAIN, 1906.—Wheat, June 14th, 1 car from Oran. Scott Co., Mo.; June 19th, 283 sacks from Goose Island, Ill.; October 7th, 1 car Corn from Indian Territory.

FIRST ARRIVALS IN 1906.—June 18th, 1 car wheat from Oran, Mo.; June 19th, 13 sacks from Goose Island, Ill.; June 26th, 1 car from Niotaze, Kansas.

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR
TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1908	907,170	909	1908	1,292,940	1,351
1905	1,009,150	1,065	1905 ..	1,122,145	1,096
1904	1,568,410	669	1904 .	1,874,070	1,812
1903	1,828,740	486	1903	1,981,568	690
1902	1,250,260	338	1902	1,206,460	631
1901	740,068	488	1901	841,665	1,552
1900	848,080	400	1900	1,078,887	808
1899	1,085,842	469	1899	966,685	1,260
1898	676,911	582	1898	579,680	899
1897	306,795	464	1897	651,309	662
1896	537,983	472	1896	1,000,575	446
1895	434,863	267	1895	707,787	346
1894	390,111	480	1894	763,483	808
1893	373,843	633	1893	743,098	1,011
1892	383,152	842	1892	746,646	768
1891	220,663	941	1891	666,531	903
1890	149,432	905	1890	891,539	766
1889	145,010	940	1889	814,474	830
1888	171,145	560	1888	623,650	556
1887	102,548	303	1887	767,858	226
1886	110,763	366	1886	880,895	395
1885	175,662	847	1885	800,881	903
1884	196,700	857	1884	711,571	1,699
1883	232,665	1,062	1883	636,496	1,361
1882	244,814	1,121	1882	560,115	1,394

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED
AND SHIPSTUFFS FOR 1908.

MONTHS.	BRAN, PER 100 LBS.		MIXED FEED, PER 100 LBS.		SHIPSTUFFS, PER 100 LBS.	
	Ots.		Ots.		Ots.	
January	80	91	81	88	1.05	1.05
February	88	87	84	90	1.05	1.05
March	82	97	84	87	1.05	1.05
April	90	1.01	93	98	97	1.10
May	88	96½	88	98	1.05	1.05
June	82½	93	85	92	1.05	1.05
July	72½	80	76	82	1.05	1.05
August	78	76½	76	80	1.00	1.05
September	78	83	76	87	1.00	1.10
October	82	92	86	94	1.10	1.15
November	91	1.00	98	1.00	1.15	1.15
December	96	1.00	95	1.00	1.15	1.15

**DAILY RANGE DURING JANUARY, 1908, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

**DAILY RANGE DURING FEBRUARY, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

**DAILY RANGE DURING MARCH, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

**DAILY RANGE DURING APRIL, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

September Oats ranged from say 28½c up to 30½c down to 28½c.

**DAILY RANGE DURING MAY, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

1906.		SEPT.		No. 2.		CORN.		SEPT.		No. 1.		No. 2.		No. 3.	
1.	88	91	79 1/2	76 1/2	50	46 1/2	45 1/2	45 1/2	45 1/2	32 1/2	81	nom	55	nom	RYE.
2.	89	91	79 1/2	76 1/2	49 1/2	46 1/2	45 1/2	45 1/2	45 1/2	32 1/2	81	ask	55	ask	85
3.	89	92	79 1/2	76 1/2	49 1/2	47 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	nom	55	nom	85
4.	90 1/2	91	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
5.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
6.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
7.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
8.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
9.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
10.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
11.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
12.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
13.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
14.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
15.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
16.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
17.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
18.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
19.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
20.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
21.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
22.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
23.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
24.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
25.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
26.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
27.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
28.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
29.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
30.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
31.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
32.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
33.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
34.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
35.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
36.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
37.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
38.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
39.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
40.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
41.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
42.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
43.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
44.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
45.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
46.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
47.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
48.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
49.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
50.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
51.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
52.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
53.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
54.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
55.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
56.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
57.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
58.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
59.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
60.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
61.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
62.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
63.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
64.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
65.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
66.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
67.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
68.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
69.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
70.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
71.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
72.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
73.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
74.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
75.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
76.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
77.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
78.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
79.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85
80.	90 1/2	92	79 1/2	76 1/2	49 1/2	48 1/2	45 1/2	45 1/2	45 1/2	32 1/2	30 1/2	ask	55	ask	85

September Oats ranged during the month at 20½¢ to 20½¢ to 20½¢ to 20½¢ to 20½¢.

DAILY RANGE DURING JUNE, 1908, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

* First car New (Missouri) Wheat at 90c; and sold later at 88c to 86c to 80c.

DAILY RANGE DURING JULY, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

During the month May Corn ranged from 49½c to 46c to 42½c to 41½c, and December Oats at 36½c to 37c to 36½c to 34½c to 33½c to 32½c asked.

**DAILY RANGE DURING AUGUST, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

DAILY RANGE DURING SEPTEMBER, 1908, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

COR.										RYE.	
										No. 2.	
										MAY.	

DAILY RANGE DURING OCTOBER, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

TRADE AND COMMERCE OF

1906	WHEAT.			CORN.			OATS.			R.YE.	
	No. 2 Red.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	
1.....	76 3/4 @	78 3/4 @	78 3/4 @	46 3/4 @	41 3/4 @	41 3/4 @	84 3/4 @	84 3/4 @	85 3/4 @	68 3/4 @	64 3/4
2.....	77 3/4	78 3/4	78 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
3.....	77 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
4.....	76 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
5.....	76 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
6.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
7.....	76 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
8.....	76 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
9.....	76 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
10.....	76 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
11.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
12.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
13.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
14.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
15.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
16.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
17.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
18.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
19.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
20.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
21.....	75 3/4	78 3/4	77 3/4	45 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
22.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
23.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
24.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
25.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
26.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
27.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
28.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
29.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
30.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4
31.....	74 3/4	78 3/4	77 3/4	44 3/4	40 3/4	41 3/4	84 3/4	84 3/4	85 3/4	68 3/4	64 3/4

DAILY RANGE DURING NOVEMBER, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

1906.	WHEAT.				CORN.				OATS.				RYE.	
	NO. 2 RED.	DEC.	MAY.	JULY.	NO. 2.*	DEC.	MAY.	NO. 2.	DEC.	MAY.	NO. 2.	MAY.	No. 2	
1.....	74 1/2 @	72 1/2 @	77 1/2 @	74 1/2	45 1/2 @	41 1/2 @	42 1/2 @	33 1/2	33 1/2 @	34 1/2	33 1/2	34 1/2	64	bid
2.....	75 1/2	73 1/2	77 1/2	74 1/2	45 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64	bid
3.....	76	73 1/2	77 1/2	75	45 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	bid
4.....	74 1/2	72 1/2	77 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2 @
5.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
6.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
7.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
8.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
9.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
10.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
11.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
12.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
13.....	74 1/2	71 1/2	76 1/2	75	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
14.....	75 1/2	72 1/2	77 1/2	75 1/2 @ 76	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
15.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
16.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
17.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
18.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
19.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
20.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
21.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
22.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
23.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
24.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
25.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
26.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
27.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
28.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
29.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2
30.....	76 1/2	73 1/2	78 1/2	76 1/2	44 1/2	41 1/2	42 1/2	33 1/2	33 1/2	34 1/2	33 1/2	34 1/2	64 1/2	64 1/2

THE CITY OF ST. LOUIS.

* New Corn at the inside quotations after the 8th. Old stock commanding a considerable premium.

DAILY RANGE DURING DECEMBER, 1906, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

TRADE AND COMMERCE OF

1906.	WHEAT.				CORN.				OATS.				RYE.	
	No. 2 RED.		DEO.		MAY.		JULY.		No. 2.		DEO.		MAY.	
														No. 2
1...	75 1/2 @	72 1/2	78 1/2	77 1/2	75 1/2	75 1/2	75 1/2	75 1/2	42 1/2 @ 42 1/2	40 1/2 nom	41 1/2 @ 41 1/2	42 1/2	42 1/2	84 1/2 @ 84 1/2
2...	75 1/2	72 1/2	78 1/2	77 1/2	75 1/2	75 1/2	75 1/2	75 1/2	42 1/2	40 1/2	41 1/2	42 1/2	42 1/2	84 1/2
3...	75 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
4...	76	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
5...	76	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
6...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
7...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
8...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
9...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
10...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
11...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
12...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
13...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
14...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
15...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
16...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
17...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
18...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
19...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
20...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
21...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
22...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
23...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
24...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
25...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
26...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
27...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
28...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
29...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
30...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2
31...	76 1/2	73 1/2	78 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2	43 1/2	40 1/2	42 1/2	42 1/2	42 1/2	84 1/2

MONTHLY RANGE OF PRICES OF OPTIONS NAMED ON WHEAT,
CORN AND OATS FOR EACH MONTH
DURING THE YEAR 1906.

MONTH.	CEREAL.	MAY, 1906.		JULY, 1906.		SEPTEMBER, 1906.		DECEMBER, 1906.	
January	Wheat.....	82½ @	87½	80½ @	88½	.....	.....	.....	.....
	Corn.....	42½	48½	42½	44	.....	.....	.....	.....
	Oats	80½	82½	.....	.....	.....	.....	.....	.....
February.....	Wheat.....	79½	88½	78½	82½	.....	.....	.....	.....
	Corn.....	40½	48	41½	48½	.....	.....	.....	.....
	Oats	29½	80½	28½	29½	27½ @	28½	.....	.....
March.....	Wheat.....	74½	79½	74½	78½	74½	76	.....	.....
	Corn.....	40½	42½	41	48½	.....	.....	.....	.....
	Oats	29	80½	28½	29½	27½	29	.....	.....
April.....	Wheat.....	74½	80½	74	78½	74½	77½	.....	.....
	Corn.....	41½	46½	42½	45½	42½	45½	.....	.....
	Oats	80½	82½	29½	81½	28½	80½	.....	.....
May.....	Wheat.....	79½	86	76½	83½	75½	82	.....	.....
	Corn.....	46½	49½	44½	48	44½	48½	.....	.....
	Oats	82	85	80½	84½	29	88½	.....	.....
June	Wheat.....	.....	.....	76½	82	78	82½	79½ @	88½
	Corn.....	.....	.....	47½	52	47½	58½	.....	.....
	Oats .....	.....	.....	84	89	88	89½	.....	.....
July.....	Wheat.....	.....	.....	69½	76½	71½	79	74½	81
	Corn.....	.....	.....	49½	52	48½	52½	44½	48½
	Oats .....	.....	.....	84½	87½	81½	86½	82	87
August.....	Wheat.....	74½	79	.....	.....	66½	71½	69½	75½
	Corn.....	42	46½	.....	.....	45½	49½	40½	45½
	Oats .....	.....	.....	.....	.....	29	81½	81	82½
September....	Wheat.....	78½	77½	.....	.....	66½	72½	69½	78½
	Corn.....	40½	42½	.....	.....	44½	46½	89½	41½
	Oats	88½	85½	.....	.....	29½	84½	81	84½
October..	Wheat.....	75½	78½	.....	.....	.....	.....	71½	74½
	Corn.....	40½	42½	.....	.....	.....	.....	89½	41½
	Oats	84	85½	.....	.....	.....	.....	82½	84½
November....	Wheat.....	76½	78½	74½	76½	.....	.....	71½	78½
	Corn.....	41	42½	.....	.....	.....	.....	89½	41½
	Oats	84½	85½	.....	.....	.....	.....	82½	88½
December	Wheat.....	75½	78½	74½	76½	.....	.....	71½	78½
	Corn.....	41½	42½	42½	48½	.....	.....	87½	41½
	Oats	84½	86½	.....	.....	.....	.....	82½	84½

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS, EAST ST. LOUIS AND VENICE DURING THE YEAR 1906.

1906.	CARS BY RAIL.	WINTER WHEAT.										SPRING WHEAT.										MIXED.		Weevily Wheat.	Greenings.	Durum and Macaroni.	Total Cars.
		Red.					Hard Winter.			White Winter.		Rejected.	No Grade.	White Spring.		2	3	4	2	3	4						
		1		2		3	4	1	2	3	4																
		1	2	3	4																						
January	...	188	181	59	87	12	629	528	110	8	21	...	28	12	5	2	...	40	40	8	11	4	1	2	4	28	1,683
February	...	277	177	71	27	15	252	199	44	1	7	1	11	8	1	...	24	16	4	2	2	3	15	1	18	1,269	
March	...	241	94	42	12	7	203	98	36	1	1	...	7	2	...	2	15	5	4	4	2	2	2	...	6	889	
April	...	256	159	66	13	8	269	101	87	2	...	...	2	5	...	...	5	4	...	...	3	...	...	...	9	947	
May	...	222	128	49	16	18	249	101	69	2	1	...	8	1	8	...	2	9	...	...	11	9	...	...	17	1,017	
June	...	108	112	25	12	26	268	56	26	2	2	...	...	...	...	...	4	...	...	...	16	7	...	...	...	651	
July	...	7 1,876	883	108	22	22	18	266	62	14	...	...	1	1	1	...	4	4	...	...	...	1	...	...	...	7	2,914
August	...	96	943	51	27	31	79	343	89	22	...	...	2	...	...	...	8	2	1	4	1	...	...	...	...	8	1,921
September	...	78	637	57	18	54	94	523	100	58	6	...	5	6	5	...	26	20	8	9	5	...	...	...	...	7	1,682
October	...	109	595	25	16	38	90	394	115	75	5	...	18	14	9	1	27	14	...	10	5	...	...	...	...	15	1,701
November	...	74	574	20	16	26	90	405	116	70	2	...	8	10	5	1	26	14	...	10	6	...	...	...	...	12	1,647
December	...	18	213	28	6	36	49	196	98	44	1	...	29	13	2	4	41	14	...	4	2	...	...	...	...	41	1,884
Totals	...	877,612	1,833	570	922	290	419,420	1,459	592	25	84	1	104	72	25	10	1	217	142	20	90	46	21	97	26	153	17,155

SACK WHEAT INSPECTED.

No. 1 Red Winter.....	Sacks.	No. 2 Hard Winter.....	Sacks.
No. 2 ".....	4,181	No. 8 ".....	826,682
No. 3 ".....	295,258	No. 2 White.....	64,595
No. 4 ".....	64,144	No. 8 ".....	828
".....	15,646	No. 8 Mixed.....	.....
Rejected.....	8,890	Total Sacks.....	891,227
No Grade	2,800		
		Oars.	Sacks.
		Inspections—West Side.....	11,609
		East Side	5,546
		
		Total.....	17,155

GRAIN INSPECTION.

REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1906.

1906. CARS BY RAIL.	CORN.										OATS.										RYE.					Total Cars.																														
	White.					Yellow.					Mixed.					White.					Mixed.						Color.					No Grade.					No Grade.					No Grade.														
	Sacks.					Sacks.					Sacks.					Sacks.					Sacks.						Sacks.					Sacks.					Sacks.					Sacks.					Sacks.					Sacks.				
	No. of Cars.					No. of Cars.					No. of Cars.					No. of Cars.					No. of Cars.						No. of Cars.					No. of Cars.					No. of Cars.					No. of Cars.					No. of Cars.					No. of Cars.				
	2	3	4	5	6	2	3	4	5	6	2	3	4	5	6	2	3	4	5	6	2	3	4	5	6		2	3	4	5	6	2	3	4	5	6	2	3	4	5	6															
January	489	181	10	144	109	452	877	68	517	1,862	88	449	687	95	106	55	5	...	18	9	1,409	72	55	1	129	16																														
February	454	129	4	218	183	424	838	109	2919	1,914	25	289	414	118	75	48	2	12	9	2	989	46	18	1	65	10																														
March	256	89	4	77	77	224	830	41	7	1,119	52	820	609	63	46	57	...	8	88	5	1,173	9	15	...	24	81																														
April	412	102	9	99	112	242	807	59	16	1,862	17	880	686	71	43	46	2	10	16	18	1,406	8	7	...	16	42																														
May	888	123	12	823	109	596	877	122	78	2,625	86	441	695	46	87	45	2	14	81	8	1,855	10	28	5	88	21																														
June	650	118	8	825	109	492	272	52	60	2,100	28	261	534	67	58	24	1	2	17	5	980	8	5	...	16	18																														
July	266	87	5	112	43	201	298	86	14	1,067	49	290	847	79	68	14	1	5	38	7	898	12	2	...	16	7																														
August	587	195	12	199	86	456	262	88	88	1,825	211	474	486	204	100	16	...	6	44	50	1,541	29	2	...	83	5																														
September	365	92	1	117	27	289	154	13	10	1,022	46	677	521	85	84	19	1	11	23	50	1,417	17	6	...	29	4																														
October	474	158	8	78	88	507	134	8	7	1,400	46	778	718	50	47	64	2	13	87	12	1,762	47	18	...	67	13																														
November	480	186	8	269	72	555	212	72	21	1,825	85	689	888	55	84	68	2	13	52	8	1,584	39	16	...	57	17																														
December	401	262	87	189	223	422	509	250	12	2,265	22	265	197	88	20	18	...	2	2	...	549	77	26	1	107	35																														
Total cars....	5,607	1,723	118	2098	1188	4,790	8,570	888	292	20,846	538	5,243	6,544	911	668	469	18	91	820	166	15,008	874	190	26	6	1	597	219																												

SACKS CORN, OATS AND RYE INSPECTED.

No. 2 White Corn.....	Sacks.	No. 8 Corn Color.....	Sacks.
No. 8 ".....	18,968	No. 2 Rye.....	251
No. 2 Yellow Corn.....	2,704	No. 8 Rye.....	806
No. 4 Corn.....	1,528	No. 4 Rye.....	50
No. 2 Oats.....	598		102
No. 2 White Oats.....	860		
	200		
Total Sacks.....	19,763		
Corn, Oats, Rye, Barley, Oats.	Corn, Oats, Rye, Barley, Oats.		
Inspections—West Side.....	14,170	Inspections—West Side.....	14,170
East Side.....	6,176	East Side.....	6,176

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE CLOSE OF EACH WEEK DURING 1006.

Saturday Evening.		No. 2 Red Winter.	No. 3 Red Winter.	No. 4 Red Winter.	Rejected Red	No Grade Red.	No. 2 White Winter.	No. 3 White Winter.	No. 4 White Winter.	Rejected White Winter.
Jan.	6.....	522,096	175,698	152,778	11,288	16,195	90	1,138	.....	249
	13.....	493,640	174,367	134,229	11,288	17,107	90	1,138	.....	249
	20.....	467,693	145,111	140,266	16,604	828	90	1,138	.....	249
	27.....	442,161	134,425	127,770	6,609	548	.....	847	.....	1,860
Feb.	3.....	423,775	107,095	125,770	9,984	548	.....	847	.....	80
	10.....	342,050	90,431	119,435	12,386	548	.....	847	.....	80
	17.....	338,293	89,460	124,485	12,318	548	.....	847	.....	80
	24.....	344,903	85,225	129,837	9,821	548	.....	1,252	.....	267
Mar.	3.....	330,003	97,585	120,914	6,883	548	.....	847	770	80
	10.....	378,748	60,273	118,748	6,403	548	.....	847	770	80
	17.....	302,127	58,437	108,201	7,384	1,668	.....	847	770	80
	24.....	272,974	51,883	112,208	7,364	548	.....	847	770	.....
	31.....	237,212	47,985	110,554	5,583	517	.....	847	770	1,780
April	7.....	211,928	45,738	114,011	6,812	1,637	.....	847	770	.....
	14.....	161,698	46,149	117,862	3,505	1,637	.....	847	770	.....
	21.....	111,181	46,429	111,810	4,221	517	.....	847	770	.....
	28.....	67,550	46,064	112,781	3,900	1,637	.....	.....	.....	.....
May	5.....	64,081	48,670	104,158	3,896	1,637	.....	.....	.....	.....
	12.....	48,896	30,580	97,187	2,117	1,120	.....	.....	.....	1,780
	19.....	49,676	24,264	98,661	2,117	1,120	.....	.....	.....	1,780
	26.....	45,499	10,759	95,388	5,017	1,615	.....	.....	.....	.....
June	2.....	50,153	12,623	95,500	4,894	1,120	.....	.....	.....	.....
	9.....	42,830	14,290	92,950	8,796	1,120	.....	.....	.....	.....
	16.....	40,579	14,323	72,790	8,797	5,395	.....	.....	.....	.....
	23.....	42,044	9,978	64,988	10,717	3,888	.....	.....	.....	.....
	30.....	40,934	8,568	70,915	8,349	3,888	.....	.....	.....	.....
July	7.....	88,334	23,647	77,079	8,349	2,768	.....	.....	.....	.....
	14.....	344,907	55,520	39,246	5,711	1,620	.....	.....	.....	.....
	21.....	876,504	156,096	147,548	11,199	3,536	470	1,311	.....	.....
	28.....	1,307,823	235,196	146,066	11,602	1,550	470	1,671	.....	.....
Aug.	4.....	1,985,601	292,894	163,169	13,273	2,095	470	1,671	.....	.....
	11.....	2,282,395	322,023	182,857	13,907	4,298	470	1,966	.....	.....
	18.....	2,356,493	362,466	183,753	15,694	6,009	560	1,966	.....	.....
	25.....	2,379,391	359,223	181,136	17,162	7,241	560	1,966	.....	.....
Sept.	1.....	2,467,627	324,354	168,386	12,619	8,385	90	1,639	.....	.....
	8.....	2,491,700	300,439	154,695	21,266	5,998	90	1,639	.....	.....
	15.....	2,596,846	205,772	139,973	12,770	11,816	90	1,639	.....	.....
	22.....	2,526,413	201,974	139,538	5,477	12,814	90	1,639	.....	.....
	29.....	2,529,553	198,265	143,244	8,048	12,014	90	1,259	.....	.....
Oct.	6.....	2,493,867	212,587	146,290	5,509	14,971	90	1,259	.....	.....
	13.....	2,372,602	199,774	143,072	7,756	14,198	90	1,259	.....	.....
	20.....	2,299,638	204,283	138,926	7,108	30,396	.....	1,259	.....	.....
	27.....	2,268,370	195,971	143,744	7,102	13,131	.....	1,259	.....	.....
Nov.	3.....	2,274,322	205,261	145,000	7,001	14,926	.....	1,259	.....	.....
	10.....	2,284,688	209,856	139,510	7,005	29,622	.....	1,259	.....	.....
	17.....	2,300,175	210,357	136,262	6,011	16,022	.....	1,259	.....	.....
	24.....	2,339,231	182,406	126,751	6,011	14,926	.....	1,259	.....	.....
Dec.	1.....	2,390,021	146,581	119,968	6,011	17,125	.....	1,259	.....	.....
	8.....	2,354,418	144,737	119,971	6,011	18,003	290	1,259	.....	.....
	15.....	2,322,082	131,935	120,456	4,506	19,097	346	1,259	.....	.....
	22.....	2,194,354	140,779	114,220	4,595	20,196	290	1,259	.....	.....
	29.....	2,100,378	144,674	119,123	4,868	19,286	296	.....	.....	.....

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1906.

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE CLOSE OF EACH WEEK DURING 1906.

Saturday Evening.		No. 2 White Spring.	No. 3 White Spring.	No. 4 White Spring.	Rejected Spring.	No Grade Spring.	No. 1 Mixed.	No. 1 White Winter.	No. 2 Mixed.	No. 3 Mixed.	No. 4 Mixed.
Jan.	6.....	112,319	26,184	5,664	917	6,816			4,571	751	1,305
"	13.....	119,591	26,267	4,949	917	6,816			4,569	697	1,305
"	20.....	116,360	24,481	4,949	509	6,796			2,091	2,857	1,305
"	27.....	112,198	26,245	4,949		6,797			3,077	3,949	1,305
Feb.	3.....	108,900	15,926	4,359	791	6,796			3,825	3,950	1,305
"	10.....	110,196	5,736		791				3,825	6,002	1,305
"	17.....	106,984	3,742						3,822	4,932	1,305
"	24.....	95,514	6,542						3,822	3,955	1,305
March	3.....	91,783	7,669	533					3,822	3,955	1,305
"	10.....	78,104	3,985	1,258					2,402	3,958	1,305
"	17.....	68,017	3,200	533					2,402	3,949	1,305
"	24.....	47,828	3,200	820					2,402	3,958	1,305
"	31.....	38,608	4,009	533					1,756	3,949	1,305
April	7.....	35,054	4,009	533					1,756	3,956	1,305
"	14.....	31,458	4,002	533					1,756	2,859	
"	21.....	27,723	2,493	533					1,700	3,321	
"	28.....	5,307	1,731	533					1,700	3,315	
May	5.....	26,742	1,818	533					1,700	3,315	
"	12.....	22,809	1,816	533					1,706	3,315	
"	19.....	3,960	1,198						1,700	4,718	907
"	26.....	1,094	1,811						1,200	4,718	907
June	2.....	2,013							649	2,857	
"	9.....	184							649	2,852	
"	16.....	869							649	2,852	
"	23.....	688							649	2,857	
"	30.....	234							649	2,851	
July	7.....	234	993								
"	14.....	229	993						2,016		
"	21.....	1,109	2,929						2,016		
"	28.....	880	2,931						3,047		
Aug.	4.....	880	2,933						9,689		1,066
"	11.....	973	2,929						29,099		1,066
"	18.....	880	3,988					1,240	11,099		1,066
"	25.....	880	2,933						11,099		1,066
Sept.	1.....	880	2,933						11,099		1,066
"	8.....	880	1,931	927					11,099		1,066
"	15.....	880	1,931						11,099		1,066
"	22.....	1,956	5,889						11,193	1,426	1,066
"	29.....	880	2,590			564			12,158	1,426	1,066
Oct.	6.....	1,133	3,557						12,064	1,426	1,066
"	13.....	2,232	4,556						12,064	1,429	1,066
"	20.....								13,934	1,429	1,066
"	27.....	3,334	3,238						16,920	3,565	1,066
Nov.	3.....	1,648	6,125			1,066			19,179	4,654	1,066
"	10.....	2,505	7,093			1,065			19,959	4,654	1,066
"	17.....	5,441	7,878						21,055	5,753	1,066
"	24.....	9,654	11,962						19,959	7,755	1,066
Dec.	1.....	9,328	8,158	8,199					22,641	7,754	1,066
"	8.....	24,789	13,089				1,077	901	22,641	8,743	1,066
"	15.....	39,860	16,106		756				17,921	3,134	1,066
"	22.....	34,721	16,856		756			901	20,111	3,137	1,066
"	29.....	36,146	15,544		756				20,111	4,200	

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1906.

No. 1 Hard.	Rejected Mixed.	No. 1 Durum.	No. 2 Durum.	No. 3 Durum.	No. 4 Durum.	Wheat-Rye.	Macaroni.	Screenings.	Weevely Wheat.	Total Wheat, Bushels.
.....	2,425	9,306	34,655	8,908	.....	1,433	.....	.....	2,311,451
.....	2,425	9,053	33,311	4,034	.....	.....	2,820	.....	2,378,437
.....	2,425	9,053	33,183	2,984	.....	.....	2,820	.....	2,347,407
.....	3,850	11,727	26,915	829	.....	.....	2,820	.....	2,367,525
.....	5,235	12,655	20,081	829	.....	377	1,056	.....	2,357,099
.....	605	2,118	6,585	6,145	.....	.....	2,166	.....	2,118,745
.....	2,544	705	1,589	.....	.....	.....	2,157	.....	2,129,681
.....	58	705	1,368	.....	.....	.....	1,433	.....	2,136,887
.....	58	705	1,149	1,088	.....	.....	1,433	.....	2,148,103
.....	58	1,497	.....	.....	.....	.....	1,433	.....	2,074,608
.....	56	226	.....	.....	.....	.....	1,433	.....	1,999,995
.....	56	226	.....	.....	.....	.....	377	.....	1,913,915
.....	56	226	.....	.....	.....	.....	377	.....	1,767,551
.....	57	226	.....	1,458	.....	.....	1,382	.....	1,689,413
.....	226	.....	.....	.....	.....	1,382	.....	1,608,080
.....	1,170	.....	1,517,191
.....	1,170	.....	1,440,243
.....	1,055	1,415	.....	.....	1,170	.....	1,433,410
.....	313	1,055	1,415	711	.....	1,170	.....	1,349,846
.....	312	.....	1,789	711	.....	377	.....	1,291,926
.....	315	.....	.....	.....	.....	631	.....	1,228,563
.....	314	.....	.....	.....	.....	377	.....	1,184,857
.....	310	.....	.....	.....	.....	377	.....	1,113,197
.....	310	.....	.....	.....	.....	377	.....	1,060,611
.....	310	.....	.....	.....	.....	377	.....	1,026,434
.....	313	.....	.....	.....	.....	.....	.....	982,329
.....	315	.....	.....	.....	.....	.....	.....	1,010,410
.....	316	.....	.....	.....	.....	.....	.....	1,224,979
.....	310	.....	.....	.....	.....	66	.....	1,983,244
.....	66	.....	2,530,406
7,412	206	.....	.....	.....	.....	65	.....	3,378,919
26,044	205	.....	737	.....	.....	.....	.....	3,863,890
27,095	207	.....	237	.....	.....	.....	.....	3,964,027
17,253	207	.....	.....	.....	.....	.....	.....	3,864,948
18,894	3,822,577
18,894	1,116	.....	.....	.....	.....	.....	.....	.....	.....	3,775,432
19,962	17	.....	.....	.....	.....	.....	.....	.....	1,022	3,760,197
20,928	12	.....	.....	.....	.....	.....	.....	.....	2,304	3,712,847
23,299	12	.....	.....	.....	.....	.....	.....	.....	735	3,693,747
24,393	17	.....	1,709	.....	.....	.....	.....	.....	3,435	3,692,974
24,393	4,218	.....	.....	.....	.....	.....	.....	3,551,585
24,393	12	.....	1,702	.....	.....	.....	.....	.....	1,843	3,497,321
25,920	17	.....	1,706	.....	.....	.....	.....	.....	4,430	3,491,163
22,850	12	.....	1,708	.....	.....	.....	.....	.....	11,707	3,538,228
25,438	331	605	2,909	1,494	.....	.....	.....	17,707	3,583,448
25,866	334	608	6,977	1,428	.....	.....	.....	20,698	3,644,062
25,357	338	605	8,284	1,428	.....	.....	.....	19,379	3,685,976
26,048	605	5,147	1,428	.....	.....	.....	20,032	3,693,608
25,147	605	10,140	1,428	.....	.....	.....	24,202	3,682,969
26,048	305	3,197	1,428	.....	.....	.....	9,623	3,625,003
25,881	1,625	.....	1,428	.....	.....	.....	2,266	3,490,787
29,872	1,105	1,745	.....	1,428	.....	.....	.....	5,423	3,425,930

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE CLOSE OF
EACH WEEK DURING 1906.**

Saturday Evening.	No. 1	No. 2	No. 3	No. 2 White.	No. 3 White.	No. 4 White.
Jan. 6	200,435	16,377	779		14,708	
" 13	129,760	21,812	1,279		10,108	1,512
" 20	151,016	36,594	2,412		9,390	1,513
" 27	205,151	49,782	5,834		17,602	1,865
Feb. 3	209,331	58,285	9,887		16,985	1,682
" 10	198,445	66,995	7,297		18,321	1,861
" 17	242,505	76,403	7,062		17,698	1,272
" 24	313,693	103,550	8,167		14,280	1,272
March 3	340,523	117,926	8,030		16,406	1,272
" 10	346,250	131,541	8,012		15,536	3,874
" 17	311,465	118,473	5,859		15,036	1,272
" 24	159,132	115,037	5,859		11,809	
" 31	128,765	82,667	5,080		12,314	
April 7	24,166	49,722	5,073		12,946	
" 14	12,274	20,251	5,073		7,219	
" 21	7,619	8,553	3,856		8,414	590
" 28	7,237	4,051	1,697		11,060	
May 5	15,831	6,360	4,685		9,684	1,146
" 12	45,168	13,539	4,276		6,562	2,918
" 19	43,862	14,454	4,620		8,560	2,916
" 26	34,771	18,327	10,834		6,392	5,453
June 2	47,040	12,741	11,549		11,425	2,194
" 9	49,522	18,590	13,560		18,906	5,240
" 16	117,584	40,080	12,440		32,321	3,379
" 23	121,901	30,250	8,867		29,770	3,384
" 30	84,332	10,755	5,043		15,606	2,306
July 7	57,272	6,860	5,043		18,963	1,276
" 14	54,211	2,530	1,005		3,983	1,144
" 21	26,774	8,484	1,905		3,692	936
" 28	18,274	10,923	1,743		1,346	962
Aug. 4	12,013	9,285	3,073		2,886	
" 11	16,438	8,851	2,808		1,174	959
" 18	10,006	10,452			7,766	
" 25	31,266	7,523	5,420		9,224	1,215
Sept. 1	66,446	9,377	10,202		10,517	1,215
" 8	49,071	9,144	9,488		12,969	
" 15	44,945	10,110	7,897		10,660	1,166
" 22	47,203	12,355	7,693		7,077	1,166
" 29	33,249	5,189	6,717		8,750	
Oct. 6	16,976	1,833	5,733		9,562	
" 13	7,440	224	4,297		2,315	
" 20	5,099	362	4,297		3,257	
" 27	8,871	1,835	4,296		5,089	
Nov. 3	9,495	2,336	5,414	11,005	6,013	1,446
" 10	11,709	216	6,120	12,235	5,573	707
" 17	7,175	3,215	3,617	5,931	12,056	1,774
" 24	4,000	1,764	2,653	5,420	10,363	955
Dec. 1	4,025	4,408	1,536	5,778	8,186	
" 8	2,010	3,639	1,073	5,734	6,569	1,930
" 15	6,123	7,478	55	6,189	5,106	804
" 22	38,779	20,113	1,601	11,808	7,029	976
" 29	68,320	31,873	6,025	33,941	14,837	620

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE CLOSE OF
EACH WEEK DURING 1906.**

No. 2 Yellow.	No. 3 Yellow.	No Grade	No. 2 St. Charles White.	No. 2 Kaffr.	No. 4 Kaffr.	No. 2 Red Kaffr.	No Grade White.	Total Corn bushels.
4,981	5,584	714	.....	1,359	1,107	.....	.....	257,734
6,004	2,047	514	.....	3,716	1,107	.....	.....	182,980
8,119	1,818	431	.....	1,629	1,107	1,029	.....	231,457
10,923	4,540	439	.....	1,629	1,107	1,027	.....	341,164
19,417	8,109	1,350	1,027	1,530	1,107	.....	.....	359,420
27,390	43,169	443	.....	1,629	1,107	1,027	.....	425,050
49,990	47,513	414	.....	820	575	1,029	.....	519,598
73,501	54,405	414	.....	820	576	1,027	.....	659,910
115,771	36,200	414	.....	820	576	1,029	.....	708,450
125,791	32,555	1,399	.....	820	575	1,029	.....	704,663
105,965	31,707	1,341	.....	820	576	1,028	.....	625,410
87,612	29,196	414	.....	820	576	.....	.....	432,324
76,063	22,948	414	.....	820	573	.....	.....	342,816
67,183	23,186	424	.....	.....	.....	.....	.....	210,717
38,003	23,021	414	.....	.....	.....	.....	.....	130,550
11,620	4,446	417	.....	.....	.....	.....	.....	66,309
7,462	3,922	1,485	.....	.....	.....	.....	3,042	76,868
17,516	5,515	3,868	.....	.....	.....	.....	.....	165,456
20,919	4,534	4,715	.....	.....	.....	.....	.....	205,260
27,133	5,564	5,123	.....	.....	.....	.....	.....	229,914
22,242	6,245	8,076	.....	.....	.....	.....	.....	211,230
31,909	9,381	11,278	.....	.....	.....	.....	.....	299,212
75,717	15,693	14,629	.....	.....	.....	.....	.....	423,807
131,199	33,915	18,164	.....	.....	.....	.....	.....	645,269
117,530	25,424	16,326	.....	.....	.....	.....	.....	506,758
86,458	11,365	11,378	.....	.....	.....	.....	.....	304,831
47,704	9,944	9,959	.....	.....	.....	.....	.....	209,979
31,075	4,983	8,704	.....	.....	.....	.....	.....	125,277
13,065	99	4,668	.....	.....	.....	.....	.....	64,704
7,573	1,609	4,668	.....	.....	.....	.....	.....	52,590
7,809	99	886	.....	.....	.....	.....	.....	43,302
12,821	1,260	884	.....	.....	.....	.....	.....	51,229
6,015	99	1,414	.....	.....	.....	.....	.....	56,655
14,883	2,569	886	.....	.....	.....	.....	.....	98,245
14,245	4,332	4,725	.....	.....	.....	.....	.....	141,865
8,049	1,010	4,227	No. 1 Yel.	.....	.....	.....	.....	111,575
5,559	1,010	4,225	531	.....	.....	.....	.....	99,667
7,016	2,054	2,478	531	.....	.....	.....	.....	99,233
3,573	1,396	2,479	531	.....	.....	.....	.....	71,797
4,338	1,010	1,780	531	.....	.....	.....	.....	49,009
1,772	1,010	979	.....	.....	.....	.....	.....	21,606
2,321	1,010	1,371	.....	.....	.....	.....	.....	22,728
8,174	.....	1,373	.....	.....	.....	.....	.....	33,643
12,528	.....	1,373	.....	.....	.....	.....	.....	50,250
12,131	1,055	1,371	.....	.....	.....	.....	.....	51,117
7,086	1,005	887	.....	.....	.....	.....	.....	42,726
6,430	318	886	.....	.....	.....	.....	.....	32,788
7,957	.....	884	.....	.....	.....	.....	.....	32,774
410	.....	1,394	.....	.....	.....	.....	.....	22,659
1,351	479	1,035	.....	.....	.....	.....	.....	28,622
3,878	5,430	.....	.....	.....	.....	.....	.....	84,614
4,252	10,335	.....	.....	.....	.....	.....	.....	170,203

STOCK OF OATS IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1906.

OATS.

**STOCK OF RYE AND BARLEY IN STORE AT ST. LOUIS AND
EAST ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES,
AT THE CLOSE OF EACH WEEK DURING 1906.**

		RYE.					BARLEY.	
Saturday Evening.		No. 2.	No. 3.	No. 4.	No Grade.	Rye and Wheat.	Total Rye. Bushels.	Total Barley. Bushels.
January	6.....	53,863	24,169	2,478	401	786	81,697	37,755
	13.....	52,432	31,730	3,296	402	788	88,648	33,681
	20.....	62,785	32,642	3,296	382	786	99,891	27,856
	27.....	62,245	35,451	3,296	382	787	102,161	25,009
February	3.....	57,469	26,771	3,295	381	786	88,702	21,012
	10.....	38,642	19,121	4,361	.....	787	62,911	9,297
	17.....	28,686	10,346	3,296	.....	788	43,116	5,163
	24.....	11,079	10,710	3,296	.....	788	25,891	6,500
March	3.....	12,608	10,710	3,296	.....	788	27,402	3,962
	10.....	10,137	9,139	3,296	.....	787	23,359	25,470
	17.....	7,580	8,146	3,296	.....	786	19,808	27,760
	24.....	7,580	11,586	3,295	.....	786	23,247	24,097
	31.....	5,269	8,315	3,296	.....	786	17,666	22,814
April	7.....	2,307	6,928	3,296	.....	787	13,318	12,237
	14.....	2,307	6,781	1,340	.....	787	11,215	12,939
	21.....	2,307	6,781	2,240	.....	787	12,115	15,083
	28.....	2,307	6,781	2,240	.....	787	12,115	19,268
May	5.....	2,678	8,983	2,240	.....	786	14,687	19,155
	12.....	2,307	7,435	2,240	.....	786	12,768	17,261
	19.....	2,534	8,026	1,770	.....	786	13,116	12,489
	26.....	2,535	8,536	1,770	.....	787	13,628	9,318
June	2.....	2,535	8,361	1,770	.....	787	13,453	8,841
	9.....	2,308	8,361	1,796	.....	787	13,225	13,894
	16.....	2,307	7,771	3,896	.....	786	14,760	13,852
	23.....	3,164	7,770	3,896	.....	788	15,618	14,831
	30.....	795	5,329	7,859	.....	787	14,760	17,243
July	7.....	2,307	7,770	2,798	.....	787	13,662	19,036
	14.....	2,412	4,688	2,276	.....	787	10,163	14,727
	21.....	2,033	4,138	2,692	.....	786	9,645	10,542
	28.....	2,034	4,137	2,692	.....	786	9,649	9,005
August	4.....	2,306	3,541	3,302	.....	786	7,935	11,551
	11.....	2,347	4,138	2,692	610	786	10,573	8,076
	18.....	3,153	3,137	3,302	.....	786	10,378	9,282
	25.....	4,049	1,817	1,302	.....	607	7,775	9,975
September	1.....	3,047	1,818	1,301	599	607	7,371	9,975
	8.....	2,639	597	1,080	599	.....	4,915	11,187
	15.....	2,211	1,067	858	995	.....	5,131	11,129
	22.....	2,211	1,067	858	995	.....	5,131	10,315
	29.....	2,609	1,067	1,596	996	.....	6,268	9,177
October	6.....	3,405	1,007	1,596	2,124	.....	8,132	8,254
	13.....	3,885	2,176	248	3,467	.....	9,776	11,863
	20.....	3,945	4,190	2,240	2,119	.....	12,494	12,877
	27.....	7,088	7,092	1,596	2,118	.....	17,894	13,958
November	3.....	3,759	2,827	1,376	599	.....	8,561	12,413
	10.....	2,210	3,819	1,009	599	.....	7,637	11,497
	17.....	7,835	3,511	157	.....	.....	11,503	23,647
	24.....	3,682	1,292	699	.....	.....	5,673	20,766
December	1.....	5,824	4,118	1,854	.....	.....	11,796	20,959
	8.....	3,176	4,787	1,502	.....	.....	9,465	15,586
	15.....	8,989	10,525	2,866	.....	.....	22,380	12,275
	22.....	12,466	14,280	2,277	.....	.....	29,023	13,159
	29.....	13,041	12,350	2,273	.....	.....	27,664	13,014

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1906.

1906.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
January 6.....	51			81,697	27,755
13.....	57			65,648	22,691
20.....	57			99,891	27,856
27.....	25			102,161	25,008
February 6.....	99			68,702	21,012
10.....	45			62,911	9,297
17.....	81			42,116	5,162
24.....	57			25,891	6,500
March 8.....	38			27,402	3,962
10.....	96			28,359	25,473
17.....	95			19,808	27,768
24.....	15			28,247	24,097
31.....	51			17,698	22,814
April 7.....	18			18,519	12,232
14.....	80			11,215	12,989
21.....	91			12,116	15,068
28.....	43			12,115	19,268
May 5.....	10			14,897	19,155
12.....	46			12,768	17,261
19.....	26			18,116	12,468
26.....	83			13,628	9,813
June 2.....	57			13,453	8,541
9.....	97			13,225	12,894
16.....	11			14,760	12,886
23.....	84			15,618	14,831
30.....	29			14,760	17,343
July 7.....	10			18,662	19,606
14.....	79			10,163	14,727
21.....	44			9,646	10,542
28.....	96			9,649	9,005
August 4.....	19			7,985	11,351
11.....	90			10,578	8,076
18.....	27			10,878	9,292
25.....	49			7,773	9,973
September 1.....	77			7,371	9,973
8.....	82			4,915	11,187
15.....	97			5,131	11,129
22.....	47			" 31	10,215
29.....	47			58	9,177
October 6.....	74			52	8,264
13.....	85			76	11,362
20.....	21			94	12,877
27.....	83			94	13,998
November 3.....	28			51	12,413
10.....	48			57	11,497
17.....	52			98	28,647
24.....	76			78	20,788
December 1.....	96			96	20,989
8.....	99			85	15,896
15.....	98			90	12,728
22.....	87			28	13,129
29.....	80			54	13,014

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, EACH MONTH DURING 1906.

Bushels.	Bushels.	Bushels.
Jan. 1..... 881,000	May 1..... 159,000	Sept. 1..... 231,000
Feb. 1..... 445,000	June 1..... 154,600	Oct. 1..... 202,400
March 1..... 804,000	July 1..... 112,000	Nov. 1..... 242,000
April 1..... 224,000	August 1..... 568,000	Dec. 1..... 226,000

VISIBLE SUPPLY OF GRAIN FOR 1906

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND CANADA AND IN TRANSIT DURING 1906, AS REPORTED
BY THE CHICAGO BOARD OF TRADE.

1906.	Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye. Bus.	Barley. Bus.
January 6.....	00			00	
18.....	00			00	
20.....	00			00	
27.....	00			00	
February 8.....	00			00	
10.....	00			00	
17.....	00			00	
24.....	00			00	
March 5.....	00			00	
10.....	00			00	
17.....	00			00	
24.....	00			00	
April 31.....	00			00	
7.....	00			00	
14.....	00			00	
21.....	00			00	
28.....	00			00	
May 5.....	00			00	
12.....	00			00	
19.....	00			00	
26.....	00			00	
June 2.....	00			00	
9.....	00			00	
16.....	00			00	
23.....	00			00	
30.....	00			00	
July 7.....	00			00	
14.....	00			00	
21.....	00			00	
28.....	00			00	
August 4.....	00			00	
11.....	00			00	
18.....	00			00	
25.....	00			00	
September 1.....	00			00	
8.....	00			00	
15.....	00			00	
22.....	00			00	
29.....	00			00	
October 6.....	00			00	
13.....	00			00	
20.....	00			00	
27.....	00			00	
November 3.....	00			00	
10.....	00			00	
17.....	00			00	
24.....	00			00	
December 1.....	00			00	
8.....	00			00	
15.....	00			00	
22.....	00			00	
29.....	00			00	

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1906.

*Not including grain received in sacks.

AGGREGATE RECEIPTS OF GRAIN AT THE CITIES NAMED
FOR FOUR YEARS.

CITIES.	1903.	1904.	1905.	1906.
St. Louis.....	68,894,988	62,840,933	61,889,011	80,271,709
Chicago.....	240,547,173	225,719,867	230,675,808	240,065,236
Toledo	25,696,111	19,924,110	24,007,110	19,842,140
Detroit	12,589,904	15,330,062	15,025,279	13,663,643
Kansas City	61,749,000	58,850,900	69,599,300	60,483,500
Milwaukee	88,168,305	37,307,119	87,741,100	43,421,026
Minneapolis	114,562,810	130,555,850	137,270,260	120,194,560
Duluth and Superior....	41,337,623	46,142,069	51,853,117	70,909,808
Peoria	34,855,870	34,286,700	29,093,000	28,123,000

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS,

Viz., New York, Boston, Philadelphia, Baltimore, New Orleans,
Portland and Montreal.

	1903.	1904.	1905.	1906.
Flour.....Barrels.	20,465,497	14,592,394	14,690,867	17,321,243
Wheat.....Bushels.	78,006,916	83,946,724	46,421,508	85,421,423
Corn....."	96,882,645	79,032,408	107,749,799	91,374,315
Oats....."	55,401,819	47,926,537	69,697,138	66,094,019
Rye....."	3,692,381	1,119,762	1,896,051	1,585,303
Barley....."	4,898,616	8,718,161	14,017,253	9,164,187

MISSOURI CROP REVIEW FOR 1906.

By GEORGE B. ELLIS, Secretary State Board of Agriculture, Columbia, Mo.

The spring of 1906 opened up very unfavorably for crops. The winter was very open and on account of light freezing, the soil was in poor condition for plowing. On the first of April, 1905, 79 per cent of the oats were sown and one-fourth of the corn land plowed, while on the same date this year only 4 per cent of the oat crop was sown and not a furrow was plowed for corn. On account of a lack of snow covering, fall seeding of timothy and young clover was badly damaged. In some of the southern counties it was damaged to the extent of 35 to 65 per cent of the entire crop. Excessive rains during the fall of 1905, continuing through the winter, caused much damage to hay, and live stock wintered poorly and in some places considerable loss occurred in the early spring. By the month of May a drought had set in, in many counties in the state and in some sections continued through almost the entire year. Perhaps the section suffering most from this cause was a strip across the state from Cameron on the west to Hannibal on the east. In some localities not more than an inch and one-half of rain fell during the crop growing season and it was thought that with this small amount of water an average crop could not be produced, yet the farmers, taking advantage of their present knowledge of conserving soil moisture, produced, in many instances, a full average crop of corn, however, the total yield for that section was somewhat below the average. The drought caused great damage to oats and hay, the hay crop being the lightest for many years and the oat crop being lighter than any year since the drought of 1901. The drought, however, did not materially affect the wheat crop. In both yield and quality the wheat crop was the best since the banner crop of 1902.

As a rule, farm prices for grains and live stock have been good and the net returns of the farmers for the year have been above the average.

The following tables give detailed information concerning the yield of the leading crops of the State.

TRADE AND COMMERCE OF

CORN.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres in cultivation..	1,889,085	2,128,100	1,122,685	1,586,896	862,120	6,988,885
Acres compared with previous year, percent	99.5	99	97	98	98	98.3
Average yield per acre bushels.....	81.8	85	84.9	82.2	83	83.4
Total yield in bushels.	41,848,900	74,525,705	89,140,795	49,527,190	26,172,085	283,209,625
Average quality of grain, percent.....	87	92	96	96	87	91
Total value of crop....	\$15,900,680	\$27,574,510	\$14,482,085	\$16,848,970	\$11,268,815	\$85,570,070

*NOTE.—Includes value of grain only. Does not include forage.

WHEAT.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres sown for crop 1906.....	297,290	245,265	451,855	580,895	622,975	2,289,410
Acres harvested 1906..	287,585	245,868	441,572	559,860	652,494	2,186,890
Average yield per acre bushels.....	18.8	21.4	14.7	15.4	13.8	15.9
Total yield, bushels...	5,418,145	5,264,200	6,509,155	8,598,485	9,019,280	34,739,170
Value of crop.....	\$3,690,940	\$3,474,870	\$4,296,040	\$5,418,865	\$6,183,075	\$23,007,290
Average quality of grain at threshing time, percent	95	90	96	96	97	94

OATS.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres harvested 1906..	161,860	157,985	104,185	184,570	63,647	651,690
Average yield per acre bushels	21.5	23	20	21	20	21.1
Total yield	3,465,245	3,644,690	2,051,440	3,956,180	1,211,980	14,129,495

HAY.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 23 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres harvested	997,895	879,905	561,940	696,920	329,405	3,456,060
Average yield per acre, tons .....	.65	.65	.74	.95	.93	.75
Total yield, tons.....	648,680	571,940	415,835	652,575	306,845	2,586,325

THE FRUIT CROP.

By L. A. GOODMAN, Secretary Missouri State Horticultural Society,
Kansas City, Mo.

HORTICULTURE FOR THE YEAR.

The promise of early spring for the fruits of Missouri was the best one for ten years. Bright and glorious was the prospect at blossoming time. Weather was just right and the fruits bloomed well, set well, ripened well and sold cheaply. From the first of the strawberries to the last of the apple gathering time; from May first until December first, fruits have been abundant, and of the best quality, and so cheap that every one has had plenty. Berries of all kinds, grapes, pears and peaches abundant; did you ever see peaches so fine, so perfect, so plentiful and withal so cheap; cherries, plums, apples, all in their season for the consumer to enjoy. There never was such a year when every one had all the fruit he could use through the whole of the season.

Frost came and did some damage. Rains were abundant and many bushels were not brought to market. Insects, pests and the rust, rot, mildew and blight came in for their share, but in spite of it all the crop was never better for years.

Many hundreds of thousands of bushels of apples went to the evaporators, and there taken care of for future use. Millions of barrels were put into storage for use during the winter. Other millions were shipped to the southwest and north in car loads in bulk for immediate consumption.

Prices have been low, very low, never so low in years, thousands of bushels went to waste for want of buyers, and yet to every one who took care of their crop came a reasonable profit.

It is hard to make an estimate of the crop in dollars or even in barrels or bushels, so many thousands of bushels were sent out of the state early in the season in bulk, so many more thousands of bushels were evaporated and made into cider, that cannot be given, but only estimated.

Cooperage was so high that many did not pack at all, but shipped in bulk. The number of barrels packed probably were not more than the large crop of 1896. Prices are much better now and those who have taken care of their apples are getting fair prices.

One good thing about the extra large fruit crops of the past year is that every one has had a taste of good fruit and plenty of it, giving health and strength and creating an appetite for fruits of all kinds.

The value of the fruit crop of the state, as nearly as can be estimated, is for berries and grapes, \$2,500,000. Peaches, plums and pears, \$1,500,000. Apples, packed, shipped in bulk, evaporated, and made into cider, \$6,000,000.

ACREAGE, PRODUCTION AND VALUE OF THE WHEAT CROP OF THE UNITED STATES IN 1904.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

123

TRADE AND COMMERCE OF

STATES AND TERRITORIES.	Acres.	Bush.	Bushels.	Cents.	Total Farm Value.
Maine.....	467,509	29.0	9,890,180	63	\$ 7,667,148
Vermont.....	111,086	19.8	2,088,002	80	1,636,402
New Jersey.....	1,642,068	17.7	29,878,188	76	22,088,628
Pennsylvania.....	121,745	16.9	1,947,920	71	1,388,928
Delaware.....	806,401	16.0	12,902,416	71	9,160,715
Maryland.....	744,546	12.5	9,808,828	81	7,638,528
Virginia.....	692,091	9.1	8,207,036	86	6,926,286
North Carolina.....	818,264	9.8	2,900,041	110	8,265,045
South Carolina.....	816,107	10.0	8,161,070	103	8,274,291
Georgia.....	88,689	11.0	1,088,026	94	1,019,927
Alabama.....	1,781	10.0	17,610	87	15,521
Mississippi.....	1,226,664	11.5	14,126,186	77	10,877,168
Texas.....	177,888	10.8	1,915,260	76	1,486,488
Arkansas.....	871,418	12.5	10,692,725	78	8,496,626
Tennessee.....	884,241	12.7	4,878,831	81	8,952,687
West Virginia.....	618,624	14.1	11,642,808	78	8,426,097
Kentucky.....	2,117,760	20.4	48,202,100	71	30,678,491
Ohio.....	1,041,600	18.1	18,644,980	73	9,824,871
Michigan.....	2,322,760	20.7	48,000,926	70	34,656,646
Indiana.....	1,976,200	19.5	38,586,800	69	26,669,771
Illinois.....	63,449	18.4	1,146,996	73	877,206
Wisconsin.....	65,060	23.8	1,464,218	64	967,100
Minnesota.....	2,144,260	14.8	81,784,900	67	31,269,868
Iowa.....	5,181,800	15.5	78,918,040	66	49,569,598
Missouri.....	2,041,660	26.2	47,864,192	57	26,997,589
Kansas.....	.....	.....	.....	.....	.....
Nebraska.....	.....	.....	.....	.....	.....
South Dakota.....	.....	.....	.....	.....	.....
North Dakota.....	.....	.....	.....	.....	.....
Montana.....	.....	.....	.....	.....	.....
Wyoming.....	.....	.....	.....	.....	.....
Colorado.....	.....	.....	.....	.....	.....
New Mexico.....	.....	.....	.....	.....	.....
Arizona.....	.....	.....	.....	.....	.....
Utah.....	.....	.....	.....	.....	.....
Nevada.....	.....	.....	.....	.....	.....
Idaho.....	.....	.....	.....	.....	.....
Washington.....	.....	.....	.....	.....	.....
Oregon.....	.....	.....	.....	.....	.....
California.....	.....	.....	.....	.....	.....
Oklahoma.....	.....	.....	.....	.....	.....
Indian Territory.....	.....	.....	.....	.....	.....
United States.....	70,601,951	16.7	452,869,014	68.8	\$280,486,081
	17,706,688	13.7	242,872,000	68.8	\$156,997,679

ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF THE UNITED STATES IN 1906.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	Acres.	Bush	Bushels.	Cents	Dollars
Maine.....	12,850	37.0	456,950	64	292,448
New Hampshire.....	26,234	37.5	983,775	64	629,616
Vermont.....	56,491	35.5	2,005,430	59	1,183,204
Massachusetts.....	44,799	39.7	1,778,530	60	1,067,112
Rhode Island.....	10,011	33.1	331,364	64	212,073
Connecticut.....	55,595	40.0	2,223,800	60	1,334,280
New York.....	650,000	34.9	22,685,000	59	13,384,150
New Jersey.....	277,749	36.3	10,082,289	53	5,343,613
Pennsylvania.....	1,441,797	40.2	57,960,239	52	30,139,324
Delaware.....	196,472	30.0	5,894,160	42	2,475,547
Maryland.....	628,795	35.0	22,007,825	45	9,903,521
Virginia.....	1,859,610	24.3	45,188,523	55	24,853,688
North Carolina.....	2,731,820	15.3	41,796,846	68	28,421,855
South Carolina.....	1,935,347	12.2	23,611,233	73	17,236,200
Georgia.....	4,338,883	12.0	52,066,596	67	34,884,619
Florida.....	625,000	11.0	6,875,000	62	4,262,500
Alabama.....	2,990,587	16.0	47,849,392	64	30,623,611
Mississippi.....	2,204,822	18.5	40,789,207	61	24,881,416
Louisiana.....	1,524,281	17.2	26,217,633	60	15,730,580
Texas.....	6,924,657	22.5	155,804,782	50	77,902,391
Arkansas.....	2,237,397	23.6	52,802,569	47	24,817,207
Tennessee.....	3,075,762	28.1	86,428,912	47	40,621,589
West Virginia.....	750,000	30.3	22,725,000	55	12,498,750
Kentucky.....	3,195,072	33.0	105,437,376	42	44,283,698
Ohio.....	3,325,000	42.6	141,645,000	39	55,241,550
Michigan.....	1,475,000	37.0	54,575,000	44	24,013,000
Indiana.....	4,643,782	39.6	183,893,767	36	66,201,756
Illinois.....	9,616,886	36.1	347,169,585	36	124,981,051
Wisconsin.....	1,458,877	41.2	60,105,732	41	24,643,350
Minnesota.....	1,492,538	33.6	50,149,277	34	17,050,754
Iowa.....	9,450,000	39.5	373,275,000	32	119,448,000
Missouri.....	7,075,000	32.3	228,522,500	38	86,838,550
Kansas.....	6,750,000	28.9	195,075,000	32	62,424,000
Nebraska.....	7,325,000	34.1	249,782,500	29	72,436,925
South Dakota.....	1,875,000	33.5	62,812,500	29	18,215,625
North Dakota.....	150,000	27.8	4,170,000	39	1,626,800
Montana.....	3,980	23.4	93,132	65	60,536
Wyoming.....	2,528	27.0	68,256	59	40,271
Colorado.....	113,159	27.9	3,157,136	50	1,578,568
New Mexico.....	40,211	29.4	1,182,203	72	851,186
Arizona.....	7,462	29.5	220,129	85	187,110
Utah.....	11,126	32.0	356,032	74	263,464
Idaho.....	5,231	28.3	148,037	56	82,901
Washington.....	11,444	25.2	288,389	55	158,614
Oregon.....	18,083	27.6	499,091	65	324,409
California.....	57,158	34.9	1,994,814	67	1,336,525
Oklahoma.....	1,998,095	32.9	65,737,326	30	19,721,198
Indian Territory.....	2,038,490	33.6	68,493,264	32	21,917,844
United States.....	96,737,581	30.3	2,927,416,091	39.9	1,166,626,479

ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF THE UNITED STATES IN 1906.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	Acres	Bush.	Bushels	Cents	Dollars.
Maine.....	112,867	35.8	4,038,849	44	1,777,094
New Hampshire.....	12,296	34.5	422,312	44	186,653
Vermont.....	76,955	37.2	1	43	1,239,972
Massachusetts.....	8,808	24.0		44	94,368
Rhode Island.....	1,604	29.8		45	31,149
Connecticut.....	9,976	34.2		42	143,293
New York.....	1,345,628	32.3	44	40	16,092,514
New Jersey.....	62,512	26.6	1	38	631,871
Pennsylvania.....	1,161,186	27.4	31	38	12,090,268
Delaware.....	3,918	24.5		38	36,477
Maryland.....	31,834	25.4		38	807,362
Virginia.....	158,813	18.0	2,880,000	42	1,229,213
North Carolina.....	195,662	16.2	3,169,724	49	1,553,163
South Carolina.....	191,259	18.5	3,528,292	57	2,016,826
Georgia.....	216,922	15.5	3,362,291	56	1,882,863
Florida.....	28,160	14.0	394,240	68	268,083
Alabama.....	184,179	17.2	3,167,879	51	1,615,619
Mississippi.....	90,374	18.0	1,626,732	49	797,999
Louisiana.....	28,269	17.2	486,227	45	218,902
Texas.....	914,440	34.8	31,822,512	41	13,047,230
Arkansas.....	184,571	20.5	3,788,706	42	1,589,157
Tennessee.....	146,573	21.5	3,151,320	41	1,292,041
West Virginia.....	102,000	20.6	2,101,200	40	840,480
Kentucky.....	206,063	21.5	4,430,354	38	1,682,533
Ohio.....	1,476,000	32.8	48,380,000	33	15,963,400
Michigan.....	1,425,000	30.7	43,747,500	33	14,436,675
Indiana.....	1,780,000	28.2	50,196,000	32	16,062,720
Illinois.....	3,653,000	29.5	107,763,500	31	33,496,685
Wisconsin.....	2,450,000	37.4	91,630,000	31	28,405,300
Minnesota.....	2,215,728	32.5	72,011,160	27	19,443,013
Iowa.....	4,165,000	33.8	140,777,000	27	38,009,790
Missouri.....	644,101	22.8	14,685,508	33	4,845,216
Kansas.....	1,050,000	23.6	24,780,000	31	7,681,800
Nebraska.....	2,450,000	29.5	72,275,000	26	18,791,500
South Dakota.....	1,275,000	36.4	46,410,000	25	11,603,500
North Dakota.....	1,245,711	32.5	40,485,608	27	10,921,114
Montana.....	193,802	43.2	8,501,846	44	3,740,812
Wyoming.....	50,103	39.5	1,979,068	40	791,627
Colorado.....	147,584	40.4	5,962,394	45	2,683,077
New Mexico.....	12,269	34.8	424,507	52	220,744
Arizona.....	914	34.4	31,442	65	20,437
Utah.....	47,000	43.7	2,053,900	45	924,255
Nevada.....	6,516	38.8	252,898	64	161,855
Idaho.....	107,864	40.7	4,390,065	43	1,887,728
Washington.....	172,767	43.2	7,463,534	41	3,060,049
Oregon.....	284,660	33.8	9,621,508	43	4,127,245
California.....	163,892	31.5	5,156,298	52	2,681,275
Oklahoma.....	350,000	34.4	12,040,000	28	3,371,300
Indian Territory.....	217,736	34.2	7,446,571	33	2,452,903
United States.....	30,958,768	31.2	954,904,522	31.7	\$06,292,978

ACREAGE, PRODUCTION AND VALUE OF THE BARLEY AND RYE CROPS OF THE UNITED STATES IN 1906. AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

THE CITY OF ST. LOUIS.

185

States and Territories	BARLEY.					RYE.				
	Acreage.	Yield per acre.	Production.	Price per bush.	Total farm value.	Acreage.	Yield per acre.	Production.	Price per bush.	Total farm value.
Alabama.....	7,661	21.5	241,822	65	156,859	1,784	17.4	30,520	62	19,922
Texas.....	1,507	21.4	32,250	64	20,640	3,977	15.0	59,555	65	38,776
Arkansas.....	12,810	22.8	420,168	52	260,504	10,569	18.0	190,242	66	125,560
.....	86,192	26.8	2,366,876	55	1,246,782	138,081	17.6	2,430,236	65	1,579,647
.....	8,518	26.0	213,950	55	117,122	78,863	17.2	1,347,844	61	1,822,185
.....	1,436	21.0	44,518	47	30,923	346,265	17.4	6,025,011	64	3,856,007
.....	2,396	28.6	68,532	56	38,406	1,037	15.0	15,555	64	9,955
.....						19,704	14.7	289,649	60	172,789
.....						16,407	12.4	219,854	70	152,898
.....						15,427	11.0	169,697	85	144,242
.....						4,016	8.5	34,138	125	42,660
.....						14,208	8.3	117,910	105	122,808
.....	4,601	34.5	112,724	61	68,762	1,672	12.5	20,912	105	21,958
.....	1,045	23.0	24,035	60	14,421	4,728	14.6	69,029	85	58,575
.....						1,971	12.0	22,652	82	19,521
.....						10,336	12.0	130,488	74	96,548
.....						11,235	12.2	138,299	70	96,809
.....						10,675	15.2	162,260	70	112,582
.....	31,775	26.0	652,250	46	300,425	52,000	19.5	1,014,000	57	677,980
.....	70,000	26.1	1,827,000	49	895,280	400,000	14.5	5,800,000	59	3,432,000
.....	8,436	29.4	249,488	52	129,734	65,000	17.0	1,105,000	58	640,900
.....	25,298	30.0	758,940	42	318,755	64,324	17.0	1,093,508	56	612,364
.....	728,000	30.7	22,249,600	45	10,057,320	267,427	17.0	4,545,269	58	2,635,820
.....	1,128,265	28.0	31,591,420	35	11,056,997	83,443	19.2	1,707,046	50	858,522
.....	556,000	28.2	15,724,800	35	5,507,180	52,711	18.6	980,435	50	490,212
.....	1,648	24.2	39,882	48	19,148	18,000	15.6	284,400	60	170,640
.....	359,000	23.5	8,436,500	38	3,784,045	84,142	15.0	1,026,272	50	512,186
.....	120,000	28.0	3,850,000	31	1,045,500	95,000	21.0	1,995,000	44	877,800
.....	790,000	29.0	22,910,000	32	7,331,200	23,084	18.8	521,979	45	279,891
.....	612,000	25.8	15,815,400	33	5,219,082	73,200	18.7	422,840	47	202,905
.....	14,513	23.0	472,229	56	264,504	3,021	20.5	41,420	65	27,344
.....	3,000	31.4	94,200	64	60,288	428	19.0	8,132	72	5,855
.....	18,521	41.0	759,771	54	410,276	3,179	20.0	42,580	55	24,405
.....	556	27.0	15,012	53	9,458					
.....	13,404	42.2	665,649	76	429,892					
.....	12,000	44.0	528,000	54	286,120	3,775	24.0	90,600	65	58,890
.....	7,089	36.8	260,875	69	180,004					
.....	47,028	41.0	1,928,148	50	964,074	1,575	25.2	39,590	60	23,814
.....	158,994	25.5	5,803,281	49	2,843,608	2,678	19.5	52,439	65	34,118
.....	59,562	25.0	2,095,170	52	1,089,488	10,049	17.2	172,842	74	127,904
.....	1,425,000	27.2	38,760,000	54	20,980,400	62,684	12.8	802,355	71	569,672
.....	16,666	29.8	468,847	33	154,000	2,255	12.9	41,074	57	23,412
United States.....	6,823,757	28.2	179,916,484	41.5	74,235,997	2,001,904	16.7	33,974,828	53.9	19,671,248

ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF THE UNITED STATES IN 1906.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Price per Bush.	Total farm value.
	Acres.	Bush.	Bushels.	Cents.	Dollars.
Maine.....	109,516	210	22,998,860	50	11,499,180
New Hampshire.....	19,329	112	2,184,848	60	1,310,909
Vermont.....	26,800	101	2,696,800	55	1,483,240
Massachusetts.....	29,149	114	3,322,906	65	2,156,941
Rhode Island.....	6,260	108	686,880	80	549,504
Connecticut.....	31,931	98	3,129,238	72	2,252,051
New York.....	420,408	105	44,142,630	49	21,629,889
New Jersey.....	67,352	120	8,082,260	66	5,334,258
Pennsylvania.....	252,797	94	23,856,918	57	13,608,443
Delaware.....	7,600	97	737,200	59	434,948
Maryland.....	28,751	98	2,819,848	56	1,577,352
Virginia.....	55,656	75	4,174,200	67	2,796,714
North Carolina.....	22,612	75	1,705,900	74	1,271,566
South Carolina.....	9,065	82	743,830	105	780,496
Georgia.....	8,627	77	664,279	110	730,707
Florida.....	3,946	85	335,410	110	368,951
Alabama.....	9,258	75	694,350	98	680,746
Mississippi.....	6,628	85	563,880	87	490,191
Louisiana.....	12,000	62	744,000	75	558,000
Texas.....	51,097	77	3,934,469	87	3,423,188
Arkansas.....	20,837	80	1,666,960	67	1,116,863
Tennessee.....	22,420	80	1,793,600	62	1,112,432
West Virginia.....	24,376	97	2,354,472	61	1,437,495
Kentucky.....	34,786	82	2,848,352	61	1,737,495
Ohio.....	157,072	110	17,277,920	48	8,293,402
Michigan.....	285,000	95	27,075,000	34	9,205,500
Indiana.....	76,482	89	6,717,987	57	3,829,252
Illinois.....	150,638	97	14,611,886	62	9,059,369
Wisconsin.....	245,000	97	23,765,000	39	7,129,500
Minnesota.....	181,782	92	12,172,000	37	4,485,530
Iowa.....	140,000	95	13,300,000	43	5,719,000
Missouri.....	85,228	84	7,110,000	57	4,060,717
Kansas.....	85,000	79	6,700,000	70	4,690,000
Nebraska.....	84,530	87	7,350,000	52	3,824,137
South Dakota.....	35,422	100	3,500,000	35	1,225,000
North Dakota.....	25,171	88	2,200,000	46	1,014,000
Montana.....	14,099	152	2,100,000	61	1,281,000
Wyoming.....	4,202	115	480,000	65	312,000
Colorado.....	46,968	125	5,800,000	45	2,610,000
New Mexico.....	1,428	121	170,000	30	51,000
Utah.....	11,987	165	1,900,000	50	950,000
Nevada.....	2,974	175	500,000	70	349,000
Idaho.....	11,900	178	2,100,000	41	861,000
Washington.....	24,199	129	3,100,000	56	1,738,000
Oregon.....	40,082	101	4,000,000	56	2,240,000
California.....	50,291	126	6,300,000	74	4,662,000
Oklahoma.....	10,498	85	880,000	80	704,000
Indian Territory.....	12,247	76	930,000	76	706,800
United States.....	3,012,150	102.2	308,028,282	51.1	157,547,192

ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP OF THE UNITED STATES IN 1906.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Price per Ton.	Total farm value.
	Acrea.	Tons.	Tons.	Dolls.	Dollara.
Maine.....	1,329,835	1.20	1,595,802	10.25	16,356,970
New Hampshire.....	626,725	1.15	719,584	12.50	8,994,800
Vermont.....	870,530	1.20	1,044,636	10.00	10,446,360
Massachusetts.....	582,832	1.81	762,510	17.00	12,962,670
Rhode Island.....	61,989	1.06	65,699	17.40	1,143,116
Connecticut.....	489,599	1.17	572,831	15.00	8,592,466
New York.....	4,717,641	1.28	6,038,580	12.10	73,066,816
New Jersey.....	424,525	1.52	640,278	15.95	10,308,880
Pennsylvania.....	8,072,021	1.30	10,493,627	13.40	140,614,822
Delaware.....	74,038	1.25	92,548	15.00	1,388,220
Maryland.....	280,291	1.26	353,165	13.50	4,767,722
Virginia.....	427,263	1.25	534,066	15.50	8,278,023
North Carolina.....	126,638	1.54	193,476	15.00	2,902,135
South Carolina.....	60,682	1.46	88,596	15.25	1,351,089
Georgia.....	98,054	1.65	145,289	15.75	2,288,802
Florida.....	20,000	1.50	30,000	15.00	450,000
Alabama.....	86,250	1.95	169,882	13.30	2,260,431
Mississippi.....	48,878	1.90	92,859	11.45	1,064,461
Louisiana.....	21,468	1.98	42,712	11.50	491,178
Texas.....	379,836	1.80	683,705	8.50	5,811,492
Arkansas.....	70,982	1.60	113,491	9.90	1,123,561
Tennessee.....	339,446	1.51	512,568	13.45	6,893,972
West Virginia.....	517,884	1.40	724,838	14.00	10,147,732
Kentucky.....	447,202	1.35	603,728	13.25	7,999,820
Ohio.....	2,850,000	1.22	3,477,000	12.00	41,724,000
Michigan.....	2,650,000	1.28	3,392,000	10.35	35,107,200
Indiana.....	2,875,000	1.10	3,162,500	12.50	39,531,250
Illinois.....	2,638,035	.98	2,585,274	12.50	32,315,925
Wisconsin.....	2,300,000	1.25	2,875,000	9.00	25,875,000
Minnesota.....	859,465	1.70	1,461,290	5.50	8,036,645
Iowa.....	3,500,000	1.55	5,425,000	7.00	38,075,000
Missouri.....	2,728,349	.78	2,128,112	10.00	21,281,120
Kansas.....	1,724,154	1.28	2,206,917	6.25	13,793,231
Nebraska.....	1,850,000	1.40	2,590,000	5.50	14,245,000
South Dakota.....	221,422	1.50	332,133	4.50	1,494,598
North Dakota.....	177,268	1.45	257,134	4.50	1,157,828
Montana.....	873,827	1.85	1,615,580	8.99	14,555,062
Wyoming.....	198,327	2.35	458,736	7.75	3,553,954
Colorado.....	638,617	2.50	1,596,542	9.50	15,167,149
New Mexico.....	76,714	2.50	191,785	10.75	2,061,689
Arizona.....	68,685	3.50	239,898	12.00	2,878,776
Utah.....	351,272	4.00	1,405,088	7.50	10,538,160
Nevada.....	170,175	1.50	255,262	8.00	2,042,096
Idaho.....	418,064	2.95	1,233,539	8.00	9,748,312
Washington.....	348,880	2.38	830,215	11.00	9,132,365
Oregon.....	393,977	2.18	858,870	7.85	6,742,180
California.....	612,684	1.85	1,133,465	11.25	12,751,481
Oklahoma.....	298,969	1.40	418,557	5.75	2,406,708
Indian Territory.....	46,140	1.40	64,596	5.50	355,278
United States.....	42,476,224	1.55	57,145,959	10.37	592,539,671

IMPORT DUTIES ON THE CHIEF CEREALS AND FLOUR, JANUARY 1, 1907.

Duties per 100 kilos, if not stated otherwise, with approximate equivalents in U. S. currency (£1=\$4.80), and weights. Conventional tariffs as modified by treaties.

From George Broomhall's "Corn Trade News."

	WHEAT.	RYE	BARLEY.
AUSTRIA-HUNGARY...Kron.	6.80.....	5.80.....	2.80.
U. S. Equivalents.....	34½c. per 60 lbs.....	29½c. per 56 lbs...	12½c. per 48 lbs.
BELGIUM.....Francs	Free.....	Free.....	Free.
U. S. Equivalents.....	.....	.....	.....
CANADA.....	12 Cents per bushel....	10 Cents per bushel	30% ad valorem.
U. S. Equivalents.....	do	do	do
DENMARK.....	Free.....	Free.....	Free.
FRANCE.....Francs	7.0.....	8.0.....	8.0.
U. S. Equivalents.....	36½c. per 60 lbs.....	14½c. per 56 lbs...	12½c. per 48 lbs.
GERMANY.....Marks	5.50.....	5.0.....	4.0 Malting, 1.30 other.
U. S. Equivalents.....	86c. per 60 lbs.....	80½c. per 56 lbs...	20½c. and 6½c. per 48 lbs.
GREECE...Dr. per 100 okes	9.47.....	5.62.....	5.62.
U. S. Equivalents.....	89c. per 60 lbs.....	21½c. per 56 lbs...	18½c. per 48 lbs.
HOLLAND.....	Free.....	Free.....	Free.
ITALY.....Lire Gold	7.50.....	4.50.....	4.0.
U. S. Equivalents.....	87½c. per 60 lbs.....	21c. per 56 lbs....	20½c. per 48 lbs.
NORWAY†.....Ores	60.....	Free.....	22.
U. S. Equivalents.....	4½c. per 60 lbs.....	.....	1½c. per 48 lbs.
PORTUGAL.....	.....	.....Prohibited	except under special permission
ROUMANIA.....Lei	0.05.....	0.05.....	0.05.
U. S. Equivalents.....	½c. per 60 lbs.....	½c. per 56 lbs....	½c. per 48 lbs.
SPAIN.....Psts. gold	8.0 and 2.50.....	4.....	4.
U. S. Equivalents.....	42c. and 12c. per 60 lbs.	19½c. per 56 lbs...	16½c. per 48 lbs.
SWEDEN.....Kroner	3.70.....	3.70.....	3.70.
U. S. Equivalents.....	26½c. per 60 lbs.....	24½c. per 56 lbs...	20½c. per 48 lbs.
SWITZERLAND.....Francs	0.80.....	0.30.....	0.80.
U. S. Equivalents.....	1½c. per 60 lbs.....	1½c. per 56 lbs....	1½c. per 48 lbs.
U. S. A.....	25 Cents per bushel....	10 Cents per bushel	30 Cents per bushel.
U. K.....	Free.....	Free.....	Free.

†If imported in sacks, duty must be paid on such, Jute 8 ores each, Cotton 20 ores each.

IMPORT DUTIES ON THE CHEIF CEREALS AND FLOUR, JANUARY 1, 1907.

Duties per 100 kilos, if not stated otherwise, with approximate equivalents in U. S. currency (£1=\$4.80), and weights. Conventional tariffs as amended by treaties.

From George Broomhall's "Corn Trade News."

	OATS.	MAIZE.	WHEAT FLOUR.
AUSTRIA-HUNGARY...Kron. U. S. Equivalents.....	4.80 13½c per 32 lbs.....	2.80 14½c per 56 lbs...	15.0. \$2.66 per 196 lbs
BELGIUM.....Francs U. S. Equivalents.....	3..... 8½c per 32 lbs.....	Free.....	2 33½c per 196 lbs
CANADA..... U. S. Equivalents.....	10 Cents per bushel.... do	*7½ Cents per bushel do	60 Cents per barrel do
DENMARK.....	Free.....	Free.....	Free.
FRANCE.....Francs U. S. Equivalents.....	3.0..... 8½c per 32 lbs.....	3.0..... 14½c per 56 lbs...	11.0 to 16.0 according to extraction \$1.87½ to \$2.78 per 196 lbs
GERMANY.....Marks U. S. Equivalents.....	5.0..... 17½c. per 32 lbs.....	3.0..... 18½c. per 56 lbs...	10.20 \$2.17 per 196 lbs.
GREECE...Dr. per 100 okes U. S. Equivalents.....	5.62..... 12½c. per 32 lbs.....	5.62..... 21½c. per 56 lbs...	11.95. \$1.58½ per 196 lbs.
HOLLAND.....	Free.....	Free.....	Free.
ITALY.....Lire Gold U. S. Equivalents.....	4.0..... 10½c. per 32 lbs.....	1.15..... 5½c. per 56 lbs.... 7.50 White Maize.. 35½c. per 56 lbs...	11.50. \$1.89 per 196 lbs.
NORWAY†.....Ores U. S. Equivalents.....	40..... 1½c. per 32 lbs.....	Free.....	2.0 Kroner. 47½c. per 196 lbs.
PORTUGAL.....	Prohibited except under	special permission.	
ROUMANIA.....Lei U. S. Equivalents.....	0.05..... ½c. per 32 lbs.....	0.05..... ½c. per 56 lbs.....	9.0. \$1.51½ per 196 lbs.
SPAIN.....Psts. gold U. S. Equivalents.....	4..... 11½c. per 32 lbs.....	2.25..... 10½c per 56 lbs...	14 and 4. \$2.38 and 68½c. per 196 lbs.
SWEDEN.....Kroner U. S. Equivalents.....	Free.....	3.70..... 24½c. per 56 lbs...	6.50. \$1.51½ per 196 lbs.
SWITZERLAND.....Francs U. S. Equivalents.....	0.30..... ½c. per 32 lbs.....	0.30..... 1½c. per 56 lbs....	2.0. 33½c. per 196 lbs.
U. S. A.....	15 Cents per bushel....	15 Cents per bushel	25% ad valorem.
U. K.....	Free..... \$2	Free.....	Free.

*Free if not for Distillation.

†If imported in sacks, duty must be paid on such, Jute 8 ores each, Cotton 20 ores each.

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,

AS REPORTED BY BRADSTREET'S.

The following figures represent stocks of Grain available at 62 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.	GRAIN STOCKS EAST OF ROCKY MOUNTAINS.						PACIFIC COAST STOCKS.	
	WHEAT.		Corn.		Oats.	Barley.	Rye.	WHEAT.
	B	s.	B	s.	Busbels.	ls.	ls.	T
1900, January 1...	68	00	19	00	12	00	00	
1901, January 1...	67	00	14	00	15	00	00	
1902, January 1...	94	00	16	00	8	00	00	
1903, January 1...	90	00	9	00	8	00	00	
1904, January 1...	61	00	9	00	13	00	00	
1905, January 1...	61	00	15	00	31	00	00	
1906, January 1...	60	00	17	00	39	00	00	
February 1...	78	00	22	00	35	00	00	
March 1....	70	00	24	00	31	00	00	
April 1.....	66	00	17	00	26	00	00	
May 1....	54	00	7	00	22	00	00	
June 1.....	40	00	7	00	17	00	00	
July 1....	33	00	12	00	10	00	00	
August 1....	39	00	9	00	7	00	00	
September 1.	44	00	4	00	13	00	00	
October 1....	56	00	7	00	15	00	00	
November 1.	46	00	6	00	17	00	00	
December 1.	51	00	5	00	20	00	00	
December 8	52	00	5	00	19	00	00	.....
December 15.	56	00	6	00	18	00	00	.....
December 22.	56	00	7	00	18	00	00	.....
1907, January 1...	56	00	8	00	18	00	00	2,647,000

ESTIMATE OF CROPS OF THE WORLD.

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

2

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	All Wheat		WINTER WHEAT.				SPRING WHEAT.				CORN.				OATS.			
	September.		April.	May.	June	July.	September.	June.	July.	August.	September.	October.	June.	July.	August	September.		
1887	82	88.1	85.8	84.9	83.5	84	87.3	79.3	78.1	97.7	90.5	73.3	72.8	91	86.9	85.6	83.4	
1888	77.8	82	73.1	78.3	75.6	77.4	92.8	95.9	77.2	98	95.5	94.2	92	96.4	91.7	91.7	87.2	
1889	87.5	94	96	93.1	93	89.4	83.3	83.3	83.8	90.3	94.8	90.9	91.7	93.8	92.3	92.3	90	
1890	75.5	81	80	78.1	76.2	73.5	94.4	94.4	79.8	93.1	73.3	70.1	70.6	89.8	81.6	70.1	64.4	
1891	96.9	96.9	97.9	96.6	96.3	96.7	94.1	94.1	97.2	93.8	90.8	91.1	92.5	85.1	87.6	89.5	90.7	
1892	85.8	81.2	84.0	83.3	80.6	87.6	90.9	90.9	81.2	81.1	82.5	79.6	79.8	88.5	87.2	86.3	78.9	
1893	74	77.4	75.3	75.5	77.7	...	74.1	74.1	...	95.2	87	68.4	64.2	86.9	88.8	78.3	74.9	
1894	83.7	86.7	81.4	83.2	83.9	...	68.4	68.4	...	95	69.1	63.4	64.2	87	77.7	76.5	77.8	
1895	75.4	81.4	82.9	71.1	65.8	...	02.2	95.9	...	99.3	102.5	95.5	95.5	84.3	83.2	84.5	86.0	
1896	74.6	77.1	82.7	77.9	75.6	...	98.8	78.9	...	92.4	96.0	91.0	90.5	96.8	96.3	77.3	74.0	
1897	85.7	81.4	90.2	78.5	81.2	...	191.2	86.7	...	82.9	84.2	79.3	77.1	89.0	87.5	86.0	84.6	
1898	96.7	86	86.5	90.8	85.7	...	95	96.5	...	90.5	87	84.1	82	98	92.8	84.2	79	
1899	70.9	77.9	76.2	67.8	65.6	...	91.7	91.7	...	86.5	89.9	85.2	82.7	88.7	90	90.8	87.2	
1900	69.6	82.1	88.9	82.7	80.8	...	85.2	86.4	...	89.5	87.5	80.6	78.2	91.7	85.5	85.0	83.9	
1901	82.8	91.7	94.1	87.8	88.8	...	95.6	80.3	...	89.5	54.0	51.7	52.1	85.3	83.7	78.6	72.2	
1902	80.0	78.7	76.4	76.1	77.0	...	92.4	89.7	...	87.5	86.5	84.8	79.6	90.6	92.1	89.4	87.1	
1903	74.7	97.8	92.6	82.2	78.8	...	82.5	77.1	...	79.4	78.7	80.1	80.8	85.5	84.8	79.5	75.7	
1904	...	76.5	76.5	77.7	78.7	...	96.7	87.5	...	86.4	87.3	84.6	88.9	89.2	89.8	86.6	85.6	
1905	...	91.6	92.5	85.5	82.7	...	91.0	89.2	...	87.3	89.0	89.5	89.2	92.9	92.1	90.8	90.8	
1906	...	89.1	91	82.7	95.6	...	91.4	86.9	...	87.5	85.1	90.2	90.1	85.9	84	82.8	81.9	

THE CITY OF ST. LOUIS.

WHEAT CROP OF COUNTRIES NAMED—1903-1906.

Compiled from Official Reports by Bureau of Statistics, U. S. Department of Agriculture.

Country.	1903.	1904.	1905.	1906.
	Bushels.	Bushels.	Bushels.	Bushels.
North America:				
United States.....	637,822,000	552,400,000	692,979,000	735,261,000
Canada:				
New Brunswick.....	471,000	371,000	418,000	400,000
Ontario.....	22,583,000	13,030,000	22,195,000	22,806,000
Manitoba.....	41,381,000	40,397,000	57,519,000	63,181,000
Saskatchewan.....	15,598,000	16,447,000	26,930,000	24,000,000
Alberta.....	1,238,000	968,000	2,879,000	3,000,000
Other.....	4,000,000	4,000,000	4,000,000	4,000,000
Total Canada.....	85,271,000	75,213,000	113,441,000	117,387,000
Mexico.....	10,493,000	9,893,000	5,000,000	5,000,000
Total North America.....	735,586,000	637,006,000	811,420,000	857,648,000
South America:				
Argentina.....	103,759,000	129,672,000	150,745,000	134,931,000
Chile.....	10,114,000	17,948,000	20,000,000	15,800,000
Uruguay.....	5,240,000	7,565,000	6,000,000	4,606,000
Total South America.....	119,113,000	155,185,000	176,745,000	155,337,000
Europe:				
Austria-Hungary:				
Austria.....	46,198,000	53,734,000	54,531,000	58,130,000
Hungary proper.....	161,958,000	137,078,000	157,512,000	197,408,000
Croatia-Slavonia.....	14,664,000	9,841,000	13,077,000	10,343,000
Bosnia-Herzegovina.....	3,901,000	3,753,000	3,016,000	2,693,000
Total Austria-Hungary....	226,721,000	204,406,000	228,136,000	268,574,000
Belgium.....	12,350,000	13,817,000	12,401,000	13,000,000
Bulgaria.....	35,551,000	42,242,000	40,736,000	55,076,000
Denmark.....	4,461,000	4,302,000	4,083,000	4,400,000
Finland.....	130,000	133,000	130,000	130,000
France.....	364,320,000	298,826,000	335,453,000	324,725,000
Germany.....	130,626,000	139,803,000	135,947,000	144,754,000
Greece.....	8,000,000	8,000,000	8,000,000	8,000,000
Italy.....	184,451,000	150,664,000	162,000,000	168,000,000
Montenegro.....	200,000	200,000	200,000	200,000
Netherlands.....	4,258,000	4,423,000	5,109,000	4,700,000
Norway.....	307,000	212,000	329,000	300,000
Portugal.....	8,000,000	6,500,000	5,500,000	8,000,000
Roumania.....	73,700,000	53,738,000	103,328,000	113,867,000
Russia:				
Russia proper.....	454,596,000	519,964,000	451,327,000	358,000,000
Poland.....	19,255,000	21,241,000	20,239,000	19,000,000
Northern Caucasus.....	77,941,000	81,132,000	96,817,000	73,000,000
Total Russia (European) .	551,792,000	622,337,000	568,383,000	450,000,000
Servia.....	10,885,000	11,676,000	11,262,000	13,211,000
Spain.....	128,979,000	95,377,000	92,054,000	154,090,000
Sweden.....	5,538,000	5,135,000	5,419,000	6,227,000
Switzerland.....	4,000,000	4,000,000	4,000,000	4,000,000
Turkey (European).....	26,000,000	23,000,000	20,000,000	22,000,000
United Kingdom:				
Great Britain:				
England.....	46,524,000	35,624,000	57,424,000	57,583,000
Scotland.....	1,528,000	1,499,000	2,130,000	2,063,000
Wales.....	1,093,000	919,000	1,204,000	1,308,000
Ireland.....	1,176,000	1,040,000	1,430,000	1,400,000
Total United Kingdom....	50,321,000	39,082,000	62,188,000	62,354,000
Total Europe.....	1,830,590,000	1,727,873,000	1,804,158,000	1,825,608,000

(a) Including Government of Chernomerak.

WHEAT CROP OF COUNTRIES NAMED—1903-1906.

Compiled from Official Reports by Bureau of Statistics, U. S. Department of Agriculture.

Country.	1903.	1904.	1905.	1906.
	Bushels	Bushels.	Bushels.	Bushels.
Asia:				
British India.....	297,601,000	359,936,000	283,063,000	319,586,000
Cyprus.....	2,477,000	2,176,000	2,000,000	2,000,000
Japanese Empire:				
Japan.....	9,600,000	19,754,000	18,449,000	18,000,000
Formosa.....	179,000	190,000	200,000	200,000
Total Japanese Empire....	9,779,000	19,944,000	18,649,000	18,200,000
Persia.....	16,000,000	16,000,000	16,000,000	16,000,000
Russia:				
Central Asia.....	20,995,000	12,822,000	25,491,000	21,000,000
Siberia.....	48,670,000	31,590,000	42,411,000	35,000,000
Total Russia (Asiatic)....	69,665,000	44,412,000	67,902,000	56,000,000
Turkey (Asiatic).....	33,000,000	33,000,000	33,000,000	33,000,000
Total Asia.....	428,522,000	475,468,000	420,614,000	444,786,000
Africa:				
Algeria.....	34,035,000	25,484,000	20,000,000	28,000,000
Anglo-Egyptian Sudan.....	294,000	486,000	483,000	400,000
Cape of Good Hope.....	1,755,000	2,000,000	2,000,000	2,000,000
Egypt.....	11,000,000	12,000,000	12,000,000	12,000,000
Natal.....	4,000	7,000	4,000	4,000
Tunis.....	7,528,000	10,519,000	4,583,000	6,000,000
Total Africa.....	54,611,000	50,496,000	39,070,000	48,404,000
Australasia:				
Australia:				
Queensland.....	6,000	2,514,000	2,217,000	1,173,000
New South Wales.....	1,635,000	28,196,000	16,983,000	21,603,000
Victoria.....	2,650,000	29,425,000	21,666,000	24,155,000
South Australia.....	6,555,000	13,626,000	12,454,000	20,779,000
Western Australia.....	1,017,000	1,935,000	2,077,000	2,161,000
Tasmania.....	905,000	792,000	818,000	777,000
Total Commonwealth.....	12,768,000	76,488,000	56,215,000	70,648,000
New Zealand.....	7,693,000	8,140,000	9,411,000	7,013,000
Total Australasia.....	20,461,000	84,628,000	65,626,000	77,661,000
Grand Total.....	3,186,883,000	3,130,656,000	3,317,633,000	3,409,444,000

STOCKS OF GRAIN IN FARMERS' HANDS.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON, D.C.

CORN.

YEAR.	CROP.	Per cent on hand November 1 of following year.	Amount on hand November 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1903.....	2,244,176,925	3.5	80,790,369
1904.....	2,487,486,984	3.3	82,285,266
1905.....	2,707,893,540	4.4	119,151,716

WHEAT.

YEAR.	CROP.	Per cent on hand July 1 of following year.	Amount on hand July 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1900.....	523,239,506	5.9	30,811,541
1901.....	748,460,218	7.0	52,392,215
1902.....	670,063,008	6.3	42,213,970
1903.....	687,831,835	5.7	36,355,845
1904.....	532,899,517	4.4	24,257,184
1905.....	692,979,469	6.6	45,726,646

OATS.

YEAR.	CROP.	Per cent on hand August 1 of following year.	Amount on hand August 1 of following year.
	<i>Bushels.</i>		<i>Bushels.</i>
1900.....	806,125,989	5.9	47,733,433
1901.....	786,806,724	4.15	30,577,563
1902.....	967,842,713	7.4	73,100,361
1903.....	784,094,199	5.4	42,341,067
1904.....	804,506,552	6.2	55,835,691
1905.....	953,216,197	7.1	67,678,350

QUANTITIES OF CORN, WHEAT AND OATS IN FARMERS' HANDS MARCH 1

YEARS.	CORN.	WHEAT.	OATS.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>

CORN CROP OF COUNTRIES NAMED, 1902—1905.

Compiled from Official Report by Bureau of Statistics, United States Department
of Agriculture, Washington, D. C.

Country.	1902.	1903.	1904.	1905.
North America:				
United States.....	2,523,648,000	2,244,177,000	2,467,481,000	2,707,994,000
Canada (Ontario).....	21,159,000	30,211,000	20,880,000	21,582,000
Mexico.....	78,099,000	90,879,000	88,131,000	89,000,000
Total North America.....	2,622,906,000	2,365,267,000	2,576,492,000	2,818,576,000
South America:				
Argentina.....	84,018,000	148,948,000	175,189,000	140,708,000
Chile.....	866,000	1,118,000	1,477,000	1,000,000
Uruguay.....	5,060,000	5,289,000	3,035,000	4,417,000
Total South America.....	89,944,000	155,355,000	179,701,000	146,125,000
Europe:				
Austria-Hungary—				
Austria.....	13,462,000	16,056,000	12,529,000	17,293,000
Hungary proper.....	104,546,000	135,751,000	59,400,000	94,042,000
Croatia-Slavonia.....	15,255,000	23,776,000	11,364,000	18,385,000
Bosnia-Herzegovina.....	5,863,000	8,411,000	6,464,000	9,584,000
Total Austria-Hungary....	139,126,000	183,994,000	89,757,000	139,304,000
Bulgaria.....	18,109,000	22,836,000	12,758,000	19,649,000
France.....	24,928,000	25,360,000	19,482,000	24,030,000
Italy.....	71,028,000	88,990,000	73,000,000	99,000,000
Portugal.....	16,000,000	14,000,000	15,000,000	16,000,000
Roumania.....	68,447,000	80,272,000	19,598,000	59,275,000
Russia—				
Russia proper.....	40,377,000	40,397,000	18,956,000	22,533,000
Poland.....			13,000	
Northern Caucasias.....	8,270,000	10,335,000	7,063,000	11,018,000
Total Russia (European) ..	48,647,000	50,732,000	26,032,000	33,551,000
Servia.....	18,396,000	19,479,000	9,498,000	21,431,000
Spain.....	25,272,000	18,759,000	21,300,000	31,900,000
Total Europe.....	429,953,000	504,422,000	286,425,000	444,140,000
Africa:				
Algeria.....	556,000	435,000	391,000	400,000
Anglo-Egyptian Sudan.....	200,000	184,000	189,000	232,000
Cape of Good Hope.....	2,000,000	3,502,000	3,000,000	3,000,000
Egypt.....	30,000,000	30,000,000	30,000,000	30,000,000
Natal.....	4,143,000	1,997,000	5,282,000	4,822,000
Total Africa.....	36,899,000	36,118,000	38,862,000	38,454,000
Australasia:				
Australian Commonwealth.....	7,256,000	4,988,000	9,972,000	8,374,000
New Zealand.....	590,000	627,000	547,000	506,000
Total Australasia.....	7,846,000	5,615,000	10,519,000	8,880,000
Grand total.....	3,187,548,000	3,066,777,000	3,091,999,000	3,456,175,000

RECAPITULATION BY CONTINENTS.

North America.....	2, 622, 906, 000	2, 365, 267, 000	2, 576, 492, 000	2, 818, 576, 000
South America.....	89, 944, 000	155, 355, 000	179, 701, 000	146, 125, 000
Europe.....	429, 953, 000	504, 422, 000	286, 425, 000	444, 140, 000
Africa.....	36, 899, 000	36, 118, 000	38, 862, 000	38, 454, 000
Australasia.....	7, 846, 000	5, 615, 000	10, 519, 000	8, 880, 000
Total.....	3, 187, 548, 000	3, 066, 777, 000	3, 091, 999, 000	3, 456, 175, 000

aIncludes government of Chernomorak.

PROVISIONS AND PACKING.

PORK PRODUCT.

The amount of packing house product handled in St. Louis and East St. Louis during 1906 shows a considerable falling off according to the report of the various transportation lines, being but 700,701,355 pounds as compared with 1,047,772,232 pounds the previous year.

The receipts of hogs were 2,411,191 head as against 2,407,336 head in 1905, and 2,361,623 in 1904. Shipments were 627,513 as compared with 529,078 in 1905.

The packing on both sides of the river for the winter season of 1905-06 was 680,132 head, and for the twelve months, ending March 1st, 1906, 1,777,657 head. The summer's packing of 1906 was 1,108,956 head, as compared with 1,097,525 head the previous season.

The amount of product handled in this market for past four years was as follows:

	1903.	1904.	1905.	1906.
Received, pounds.....	208,000,640	289,854,000	438,183,400	284,588,470
Shipped, pounds	393,266,040	501,815,870	609,638,832	416,112,866
Totals, pounds	601,266,680	791,669,870	1,047,772,232	700,701,355

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city holds fourth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1905-06.	1904-05.	1903-04.	1902-03.
Chicago.....	6,138,063	5,990,430	6,713,066	6,860,453
Kansas City.....	3,108,172	2,890,962	2,086,550	2,055,942
Omaha.....	2,197,295	2,054,464	2,173,784	2,004,836
St. Louis.....	1,777,657	1,908,592	1,570,744	1,262,356
St. Joseph.....	1,816,502	1,588,623	1,609,185	1,528,860
Indianapolis.....	1,447,250	1,275,887	1,123,665	930,000
Milwaukee and Cudahy.....	928,706	865,308	846,287	553,986
Sioux City	999,963	597,516	467,595	777,320
Cincinnati.....	646,825	643,524	585,873	496,376
St. Paul.....	875,625	884,187	810,988	715,237
Cedar Rapids.....	568,888	495,121	501,789	391,524
Cleveland.....	648,333	678,269	625,803	563,672
Louisville	411,720	404,879	319,969	323,940
Ottumwa	631,217	669,842	486,991	441,680
Nebraska City.....	315,673	268,920	238,707	209,835
Fifteen places	22,611,392	21,216,024	20,160,966	19,076,009
All other.....	2,963,368	2,702,399	2,214,720	1,529,562
Aggregate.....	25,574,760	23,918,423	22,375,686	20,605,571

DRESSED BEEF.

By PHILIP H. HALE, Editor of National Farmer and Stock Grower, St. Louis, Mo.

The Dressed Beef trade of St. Louis and East St. Louis, having reached a condition which practically provides for the slaughter of all suitable cattle and calves which can be centered here from year to year, the amount of business done depends upon the available supply, and the number of cattle and calves which the local slaughterers can obtain, by out-bidding the operators who purchase in the open market on eastern account.

The cattle supply, having passed beyond a million head a year, makes further progress slow and difficult. Many of the market offerings are not fat enough for slaughter, and are sold to those who can feed and fatten them for market. These cattle, although not fit for slaughter, are counted in the market receipts. A hundred thousand cattle are bought for slaughter at eastern centers, and in addition to six large dressed beef houses, in and around St. Louis, there are as many small ones doing local and general business. Government inspection for interstate and foreign trade, is in twelve houses known to be slaughtering cattle in addition to sheep and swine.

The slaughter of dressed beef cattle in the year 1906, at St. Louis and East St. Louis, was 756,726 head, against 752,706 head, slaughtered during the previous year. The average slaughter on account of dressed beef for four years, was 750,000 cattle, thus indicating the status of the trade. In the line of calves, there is a little progress, the killing being 127,252 head, in 1906, an increase of 21,531 head over the previous year. In both departments, the totals are by a small fraction the largest on record.

There yet appears to be an amount of dressed beef shipped in from western market centers to the City of St. Louis, which is sold from coolers, much the same as home-slaughtered beef. In the year 1906, this imported beef amounted to 149,742,400 pounds. This shows a decrease of 39,876,600 pounds, as compared with the previous year.

The quantity of dressed beef shipped out from St. Louis and East St. Louis in the year 1906, was 363,120,020 pounds, which is 75,043,900 pounds less than was shipped out during the previous year. This indicates increased St. Louis consumption of home dressed beef, besides the displacement of nearly forty million pounds of outside product.

Inasmuch as questions have been raised concerning want of competition at some of the great live cattle and dressed beef markets, it is

proper to assert that the statistics show, that twelve local dressed beef houses are competing with each other in buying beef cattle from the stockmen, and a number of eastern buyers are also competing for the same class of cattle. After the cattle are slaughtered, and the meat is for sale in sides and quarters, that which is intended for the St. Louis trade, is in selling competition with a hundred and fifty million pounds of outside beef, which is an important factor in the St. Louis market situation. Thus it appears that healthy competition exists at all times in the trade, both in buying cattle on the hoof, and selling the meat on the block.

[.] The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1906	756,736	127,352		149,865,800
1905	753,708	105,721		189,742,400
1904	750,967	85,929		216,614,800
1903	739,879	125,736		65,812,800
1902	683,637	103,693		31,968,300
1901	607,788	60,774		110,707,300
1900	484,564	50,116		35,460,100
1899	455,604	45,913		44,962,000
1898	459,051	49,794		48,285,350
1897	482,528	47,890		20,888,000
1896	540,220	58,330		17,847,900
1895	450,306	40,823		42,895,370
1894	355,677	32,009		64,612,340

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1905.	1906.
Chicago & Alton R. R. (Mo. Div).....	38,658,400	21,779,700
Missouri Pacific R. R.....	14,650,900	18,599,200
St. Louis & San Francisco R. R.....	43,100	.....
Wabash R. R. (West).....	11,366,400	4,172,200
Missouri, Kansas & Texas R. R.....	11,993,700	25,105,000
St. Louis, Iron Mountain & Southern Ry.....	1,160,800	8,655,500
Chicago & Alton R. R.....	197,200	2,046,500
Wabash R. R. (East).....	8,209,200	.....
Chicago, Burlington & Quincy R. R. (West)....	108,463,200	87,890,200
Chicago, Burlington & Quincy R. R. (East).....	.....	81,617,500
Total pounds.....	189,742,400	149,865,800

SHIPMENTS OF DRESSED BEEF IN POUNDS.

	1905.	1906.
Chicago & Alton R. R., Mo. Div.....	143,300	278,400
Missouri Pacific R. R.....	110,300	279,400
St. Louis & San Francisco R. R.....	19,700	.....
Wabash R. R. (West).....	.....	27,000
Chicago, Rock Island & Pacific R. R.....	2,700	1,400
Missouri, Kansas & Texas R. R.....	60,400	1,900
St. Louis Southwestern Ry.....	133,000	90,000
St. Louis, Iron Mountain & Southern Ry.....	15,161,100	10,692,100
St. Louis, Iron Mountain & South. Ry. (Ill. Div.)	360,000	210,000
Illinois Central R. R.....	7,516,000	42,211,400
Louisville, Henderson & St. Louis R. R.....	8,929,100	1,485,880
Louisville & Nashville R. R.....	3,367,600	1,542,600
Mobile & Ohio R. R.....	448,700	1,268,600
Southern Ry. Co.....	3,674,000	9,535,900
Baltimore & Ohio Southwestern R. R.....	3,476,700	5,844,400
Chicago & Alton R. R.....	48,758,200	17,120,560
Cleveland, Cincinnati, Chicago & St. Louis R. R..	7,482,300	11,911,000
Vandalia R. R.....	43,254,800	21,926,000
Wabash R. R. (East).....	94,129,000	29,724,880
Toledo, St. Louis & Western Ry.....	206,163,400	201,424,400
Chicago, Peoria & St. Louis R. R.....	9,200	.....
Chicago, Burlington & Quincy R. R. (East).....	.....	5,340,000
Chicago, Burlington & Quincy R. R. (West).....	815,700	1,060,800
Chicago & Eastern Illinois R. R.....	3,939,700	1,037,500
Upper Mississippi River.....	139,200	31,100
Lower " ".....	118,700	71,700
Illinois " ".....	1,000	8,100
Ohio, Cumberland and Tennessee River.....	600	.....
Total pounds.....	438,163,900	363,120,020

Shipments of Canned Beef in 1897 were 3,046,600 pounds.

"	"	"	"	1898	"	1,435,725	"
"	"	"	"	1899	"	3,538,360	"
"	"	"	"	1900	"	1,762,560	"
"	"	"	"	1901	"	2,419,140	"
"	"	"	"	1902	"	4,532,680	"
"	"	"	"	1903	"	1,342,475	"
"	"	"	"	1904	"	2,551,080	"
"	"	"	"	1905	"	2,127,330	"
"	"	"	"	1906	"	1,356,790	"

**RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS
AND EAST ST. LOUIS.**

WINTER PACKING IN ST. LOUIS AND EAST ST. LOUIS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Average cost per 100 lbs. Gross.
1905-1906.....	690,182	197.80 gross.	27.41	\$5.20
1904-1905.....	761,969	203.50 "	30.	4.75
1903-1904.....	627,550	207.20 "	29.	4.80
1902-1903.....	508,828	208.89 "	27.80	5.62
1901-1902.....	642,080	182.96 "	30.	5.96
1900-1901.....	667,000	210 "	33.	5.08
1899-1900.....	618,658	210 "	30.10	4.80
1898-99.....	729,086	206 "	32.26	3.48
1897-98.....	596,440	206 "	33.	3.54
1896-97.....	412,588	214.36 "	33.47	3.80
1895-96.....	387,697	234.73 "	33.02	3.68

SUMMER PACKING AT ST. LOUIS.

SEASON.	Number of Hogs.	Average yield Lard.	Average gross weight.	Ave. cost per 100 lbs. gross.
1906.....	1,108,056	33.00	207.48	6.40
1905.....	1,097,526	33.00	204.01	5.42
1904.....	1,148,610	36.11	210.85	5.46
1903.....	831,194	.....	207	.....
1902.....	780,000	.....	208	.....
1901.....	1,068,877	.....	190	.....
1900.....	969,500	.....	206	.....
1899.....	894,296	.....	207	.....
1898.....	861,200	.....	207.50	.....
1897.....	712,870	.....	212.77	.....
1896.....	676,975	.....	208.55	.....

PACKING AT ST. LOUIS AND EAST ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1905-1906.....	1,777,687 hogs.
" " 1904-1904.....	1,908,592 "
" " 1903-1904.....	1,579,744 "
" " 1902-1903.....	1,262,858 "
" " 1901-1902.....	1,725,407 "
" " 1900-1901.....	1,566,550 "
" " 1899-1900.....	1,507,951 "
" " 1898-99.....	1,560,296 "
" " 1897-98.....	1,288,810 "
" " 1896-97.....	1,069,533 "

GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1905-1906, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

SUMMER SEASON.

March 1 to November 1—	1905.	1904.
Number of hogs packed.....	15,078,694	13,461,920
Increase.....	1,616,774	
Average live weight, lbs.....	221.72	222.09
Decrease.....	0.37	
Average yield of lard, lbs.....	33.25	32.30
Increase.....	0.86	
Percentage yield of lard.....	14.99	14.58
Increase.....	0.41	
Cost of hogs, 100 lbs., alive.....	\$5.37	\$5.16
Increase.....	0.21	
Aggregate live weight, lbs.....	3,343,064,000	2,989,753,000
Increase.....	353,311,000	
Green meats made, lbs.....	1,872,116,000	1,674,261,000
Increase.....	197,855,000	
Lard made, lbs.....	501,311,000	436,027,000
Increase.....	65,284,000	
Total meats and lard, lbs.....	2,373,427,000	2,110,288,000
Increase.....	263,139,000	
Aggregate cost of hogs.....	\$179,516,000	\$154,410,000
Increase.....	\$25,106,000	
Tierces of lard, 330 lbs ..	1,519,100	1,321,300
Increase.....	197,800	
Mess pork made, barrels.....	6,000	15,000
Decrease.....	9,000	
Other pork, barrels	180,000	142,000
Increase.....	38,000	
Pork of all kinds, barrels.....	186,000	157,000

WINTER SEASON.

November 1 to March 1—	1905-06.	1904-05.
Number of hogs packed.....	10,496,066	10,456,503
Increase.....	39,563	
Average live weight, lbs.....	222.27	221.73
Increase.....	0.54	
Average yield of lard, lbs.....	32.88	31.77
Increase.....	1.11	
Percentage yield of lard.....	14.79	14.33
Increase.....	0.46	
Cost of hogs, 100 lbs., alive.....	\$5.27	\$4.67
Increase.....	0.60	
Aggregate live weight, lbs.....	2,333,028,000	2,318,630,000
Increase.....	14,398,000	
Green meats made, lbs.....	1,306,495,000	1,238,433,000
Increase.....	8,062,000	
Lard made, lbs.....	345,110,000	332,244,000
Increase.....	12,866,000	
Total meats and lard, lbs.....	1,651,605,000	1,570,677,000
Increase.....	20,928,000	
Aggregate cost of hogs.....	\$122,971,000	\$108,233,000
Increase.....	\$14,688,000	
Tierces of lard, 330 lbs.....	1,045,800	1,006,700
Increase.....	39,100	
Mess pork made, barrels.....	31,000	58,000
Decrease.....	27,000	
Other pork, barrels.....	143,000	145,000
Decrease.....	2,000	
Pork of all kinds, barrels	174,000	203,000

TOTAL YEARLY PACKING AND MARKETING OF HOGS.

Total Western and Eastern packing, and receipts of hogs at New York, Philadelphia and Baltimore, for years ending March 1, according to returns to the Cincinnati Price Current.

	1905-06.	1904-05.	1903-04.	1902-03.
Packed in the West	25,575,000	23,918,000	23,875,000	20,605,000
Packed at Boston.....	1,208,000	1,802,000	1,252,000	1,450,000
Other New England packing	588,000	618,000	648,000	620,000
Packed at Buffalo.....	503,000	628,000	541,000	455,000
Other Eastern packing.....	315,000	420,000	355,000	270,000
Receipts, New York, Philadelphia, Baltimore	2,942,000	2,815,000	2,817,000	1,845,000
Total	31,278,000	29,691,000	27,617,000	25,245,000

WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

	net per 10 lbs. gross.
	6.06
	6.28
	5.18
	4.29
	3.66
	4.19
	5.94
	4.99
	3.66
	3.54
	3.91
	6.54
	5.36
	4.39
	3.68
	3.80
	3.52
	3.53
	4.29
	5.02
	5.97
	6.44
	4.74
	4.67
	5.27

SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gro. wt.	Av. Yield Lard.
1887	5,811,536	227.00	22.20
1888	5,815,129	231.88	21.85
1889	4,881,501	246.38	25.94
1890	9,540,008	238.47	26.28
1891	6,686,398	231.76	21.29
1892	7,757,110	222.48	21.33
1893	6,721,000	240.41	24.64
1894	6,812,125	229.88	25.08
1895	8,194,838	226.52	23.19
1896	9,979,888	240.76	40.61
1897	11,780,478	239.12	26.41
1898	12,981,560	231.26	23.24
1899	12,542,948	231.46	25.66
1900	14,822,924	228.74	24.13
1901	15,071,480	219.48	21.81
1902	12,146,965	228.11	21.24
1903	12,676,658	231.08	22.59
1904	13,461,920	222.69	22.39
1905	15,078,694	221.72	20.25
1906	15,786,000		

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1.

PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1, at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

YEAR.	Summer.	Winter.	12 Months.
-------	---------	---------	------------

EXPORTS OF DOMESTIC MEAT PRODUCTS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1906.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF, Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or Pickled, or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	LARD, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
Galveston	2,721,627	112,069,710	3,812,521	5,043,800	8,004,183	2,251,203	10,255,177	79,798,553
Mobile	2,713,875	112,069,710	4,809,763	6,725,780	58,833,709	44,792,473	64,246,608	68,213,336
New Orleans	96,876	139,338,122	65,779,432	646,080	197,970,008	53,067,186	42,988,037	18,905,403
.....	15,443,049	8,534,263	192,685	47,554,012	64,560	1,921,711	106,445	14,214,434
.....	31,800	8,538,604	2,317,395	290,919	8,744,970	27,335,548	2,984,449	48,937,883
.....	3,206,055	.....	476,809	14,254,356	24,710,353	1,921,711	12,947,536	12,935,715
.....	1,012,406	.....	107,401	825,154	7,545	570,573	1,100,476	26,473,714
.....	494,703	203,137	77,621	2,941,216	48,808	1,280,796	4,508,193	10,135,443
.....	83,525	28,396	1,068,364	21,233,635	439,459	1,311,976	5,535,715	59,631,328
.....	3,102,144	43,008	428,849	3,796,004	1,203,183	1,432,533	176,124	1,691,633
.....	672,790	3,568	1,574,873	7,267,107	410,139	230,566	198,447	603,207
.....	1,494,935	920,404	5,026,839	437,923	47,709,473	55,605,284	19,133,576	54,353,980
.....	4,604,324	.....	.....	.....	.....	.....	.....	.....
Total Exports, 1906	35,668,372	269,714,209	75,667,830	111,048,707	347,667,053	136,422,786	164,707,206	678,231,801
"	75,206,035	264,380,196	73,814,477	81,627,937	297,890,332	207,244,526	149,230,844	701,679,162
"	61,168,326	262,326,700	54,618,018	62,706,783	252,434,228	138,284,123	121,444,669	568,520,159
"	66,737,731	292,401,843	53,164,546	63,543,840	213,519,817	205,493,949	127,992,778	535,375,757
"	81,362,931	242,015,093	47,196,997	21,365,465	270,141,141	224,932,889	129,433,933	504,160,555
"	53,239,582	334,421,731	52,528,512	51,843,309	447,620,337	230,453,004	168,195,115	607,266,176
"	51,915,745	326,356,576	56,361,147	92,555,436	489,924,828	198,328,048	166,491,832	609,473,873
"	49,393,218	322,635,630	46,065,647	197,064,411	568,005,338	218,646,559	171,615,148	690,068,669
"	37,846,692	267,453,906	48,724,793	06,819,190	619,633,235	220,011,750	147,231,864	736,636,232
"	42,804,331	279,832,590	43,854,117	53,649,096	578,082,822	171,953,663	72,949,539	623,260,611
"	61,168,927	282,925,483	85,303,236	85,449,095	436,859,880	156,913,852	63,859,513	526,520,203
"	61,403,112	184,353,114	65,092,723	24,377,117	455,580,861	110,330,526	70,129,941	517,306,756

WEEKLY PRICES OF PROVISIONS FOR 1906.

DATE.	PORK.	LARD.	D. S. CLEAR RIBS.	BACON. CLEAR RIBS.
	Mess.	Choice Steam.	Boxed.	Packed.
	Per Barrel.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.
January 6.....	\$18.75	\$ 7.85	\$ 8.00	\$ 8.75
13.....	18.75	7.85	8.12½	8.87½
20.....	14.00	7.87½	8.12½	8.87½
27.....	18.75	7.27½	8.00	8.75
February 8.....	14.50	7.47½	8.25	9.00
10.....	14.50	7.40	8.87½	9.12½
17.....	15.50	7.40	8.50	9.25
24.....	15.00	7.40	8.50	9.25
March 8.....	15.25	7.45	8.50	9.25
10.....	15.25	7.40	8.62½	9.87½
17.....	15.75	7.57½	8.75	9.50
24.....	16.25	7.90	8.87½	9.62½
31.....	16.00	7.95	9.00	9.75
April 7.....	16.22½	8.07½	9.00	9.75
14.....	16.10	8.25	9.25	10.00
21.....	16.00	8.80	9.25	10.00
28.....	15.55	8.80	9.25	10.00
May 5.....	14.95	8.15	9.25	10.00
12.....	15.25 @ 15.40	8.22½	9.12½	9.87½
19.....	15.60	8.80	9.25	10.00
26.....	16.20	8.45	9.50	10.25
June 2.....	16.00	8.27½	9.50 @ 9.75	10.50
9.....	16.80	8.52½	9.75	10.50
16.....	17.10	8.57½	9.87½	10.62½
23.....	16.50	8.87½	9.87½	10.62½
30.....	16.75	8.50	9.75	10.50
July 7.....	16.87½	8.55	9.62½	10.37½
14.....	17.05 *18.62½	8.67½	9.87½	10.62½
21.....	17.05	8.45	9.87½	10.62½
28.....	16.75 *18.45	8.50	9.75	10.50
August 4.....	16.75 *17.50	8.50	9.75	10.50
11.....	16.60 *16.85	8.85	9.87½	10.62½
18.....	16.75 *17.50	8.85	9.62½	10.87½
25.....	16.75 *17.50	8.50	9.62½	10.87½
September 1.....	16.40 *17.40	8.55	9.62½	10.37½
8.....	16.20 *17.20	8.80	9.50	10.25
15.....	16.50 *17.87½	8.60	9.87½	10.12½
22.....	16.10 *16.60	8.55	9.50	10.25
29.....	16.50 *17.00	8.47½	9.50	10.25
October 6.....	16.50	8.55	9.62½	10.37½
13.....	16.60	8.90	9.25	10.00
20.....	16.55	9.00	9.25	10.00
27.....	16.55	9.27½	9.12½	9.87½
November 8.....	16.75	9.07½	9.12½	9.87½
10.....	16.50	9.05	9.12½	9.87½
17.....	16.45	9.15	9.12½	9.87½
24.....	16.10	8.97½	9.12½	9.87½
December 1.....	16.20	8.80	9.00	9.87½
8.....	14.75	8.65	9.00	9.75
15.....	15.00	8.52½	9.00	9.75
22.....	15.00	8.90	9.00	9.75
29.....	16.50	8.92½	9.00	9.75

*New Pork.

LIVE STOCK.

By E. S. McINTYRE, Assistant Editor of the Daily National Live Stock Reporter.

The year just closed, was from all points of view the most satisfactory one the live stock trade at St. Louis ever experienced, as the number of cattle and hogs was the largest ever received, and the number of sheep, and horses and mules, close to the record. During the year, 1,314,826 cattle were received; 2,411,191 hogs; 650,784 sheep, and 173,331 horses and mules, or a grand total of 4,550,132 head of stock, which is the largest number that ever arrived at this market in one year, and double the number received up to ten years ago.

While of recent years the receipts have been growing, the demand was also improving, and at no time was there more stock on sale than was needed, except possibly for a day or so at a time. Most of the time, the demand was far greater than the supply, which caused prices, when compared with other markets, to compare very favorably. Local slaughterers have increased their capacities, and two or three small packers have opened for business, so that prospects for the future are very bright. Eastern slaughterers have, in recent years, also recognized this market as an available place to secure supplies, and each year purchase more stock here than ever before.

NATIVE CATTLE.

More native cattle were received during the year of 1906, than ever before in the history of the market, which is very gratifying, as the market has never had enough good native cattle to meet the demand, and as the demand has grown as fast if not faster than the receipts, not more than a half-dozen weeks during 1906, was there enough on sale to fill all orders. Although there was more native cattle received than ever before, the proportion of good fat steers was very small, as the larger proportion of the cattle were either on the butcher order, or were stockers and feeders.

Compared with 1905, the market averaged a little higher, and when compared with other markets, values here were found to be on a high basis, caused by the demand being greater than the supply.

The stocker and feeder trade at this market during the past few years, has made wondrous growth, and enables the farmers and stockmen of the southwest, where there is not sufficient corn to fully mature them for market, to find a market for their stock, and it has now become a thing of the past for feeders to go anywhere, except to a good, live, up-to-date market, to find cattle to put on feed.

SOUTHERN CATTLE.

Although there was not as many quarantine cattle on sale in St. Louis during 1906, as in former years, this market still stands first in the southern cattle business, as more than 60 per cent of the total number marketed are sent to this market. A noticeable feature connected with this branch of the market, is that the cattle arriving in this division, are much better quality than a few years ago, both in breeding and preparing for market, as now large numbers are fed and well fattened. Nearly half a million southern cattle were received during the year, and still but few more than half the number needed, were on sale.

HOGS.

The hog market has been growing of recent years at a rapid gait, and the number received last year, 2,411,191, was the greatest on record, and twice the number received up to ten years ago, showing that the country tributary to this market of recent years has been making progress in raising hogs and corn, as corn is necessary to prepare the hogs for market, and much better results are obtained from this source than selling the corn.

When compared with the previous year, it will be found, the values during the year just closed were much higher, as the top was above \$6.00 the entire year, except the first five weeks, and for more than half of the time the top was \$6.50 or better, reaching as high as \$7.00 at one time. It was a good active market at all times, as there was seldom enough hogs on sale to meet the demand. Of course this is meant to include only the good quality, well-fattened hogs, as the common and trash kinds did not sell well, and there was always more here than could well be taken care of, as the demand for them was limited. Fully 3,000,000 hogs should be received each year, to meet the requirements of the market.

SHEEP.

The supply of sheep was a little less than the two previous years, and so, of course, not sufficient to satisfy all concerned. The high price of wool, caused breeders to hold on to their sheep, and accounts for the decrease in the number received, as it is believed that there is now more sheep in the country than ever before. Good fat sheep and lambs were ready sale at all times, and brought good prices, as values averaged higher than any year since the market was established, which was a third of a century ago. At the present price of wool and fat sheep on the market, there is no way farmers and stockmen can make more money, than by going into the sheep business, as the wool will more than pay for their keep. Last year, St. Louis received 650,784 sheep, which was just about half the number needed.

HORSES AND MULES.

While this market still remains the largest horse and mule center in the world, a few less were on sale during 1906, than either of the

two previous years, but more than twice the number ever received prior to 1896. A large number of local and outside buyers were present at all times, and the prices of both horses and mules ranged higher than ever before, and there was a continual cry for more good ones, and even the fair grade horses and mules sold much more readily than usually, as buyers had to take them or do without. This market has never had enough good quality horses or mules to meet the demand.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES
FOR THIRTY-SEVEN YEARS.**

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1906.

ROUTE.	RECEIPTS.				SHIPMENTS.			
	Cattle, Head.	Sheep, Head.	Hogs, Head.	Horses & Mules, Head.	Cattle, Head.	Sheep, Head.	Hogs, Head.	Horses & Mules, Head.
Chicago & Alton R.R. (Mo. Div.).	45,260	54,515	124,092	9,569	2,126	553	.....	506
.....	152,574	77,205	240,577	15,387	1,226	627	371	508
.....	235,911	78,857	324,524	8,294	2,328	758	352	2,178
.....	159,207	146,401	504,910	25,263	3,298	1,171	603	1,090
.....	24,171	12,686	40,196	2,541	428	497	13	290
.....	252,265	46,080	129,117	5,774	1,873	579	75	728
.....	14,538	2,491	25,945	1,900	268	75	69	653
.....	67,628	14,284	119,869	1,990	1,276	215	6	4,907
.....	29,511	18,696	58,289	4,560	11,015	2,526	598	15,793
.....	14,279	28,839	51,260	3,483	9,168	1,861	.....	.....
.....	10,259	8,864	26,643	718	752	24,700	2,517	67,793
.....	8,883	5,865	14,940	610	1,394	873	1,188	19,122
.....	4,898	5,989	13,598	701	52,072	671	944	2,508
.....	19,656	23,846	114,908	4,810	56,373	4,563	150,503	5,786
.....	4,927	1,268	20,159	2,085	86,561	15,646	8,461	2,819
.....	6,157	5,137	9,748	2,990	58,841	10,628	125,349	8,797
.....	8,506	2,104	42,512	2,990	86,841	15,789	291,734	17,849
.....	2,726	2,200	14,707	6,810	67,789	28,626	18,085	4,898
.....	11,912	5,842	47,897	890	89,914	1,820	32,894	978
.....	27,192	14,727	102,675	1,116	12,185	619	397	448
.....	51,268	78,065	251,917	18,073	8,820	8,991	4,806	1,463
.....	28	.....	182	1,169	878	1,783	798	1,646
.....	.....	.....	.....	18	2,917	440	160	671
.....	.....	.....	.....	6	.....	.....	.....	.....
.....	.....	.....	.....	11	.....	.....	.....	.....
.....	4,792	2,727	16,719	1,326	1,798	269	1,180	753
.....	10,601	9,015	47,189	297	763	620	.....	2,008
.....	2,245	2,282	28,092	163	412	263	326	812
.....	169	92	1,127	12	.....	.....	.....	56
.....	176	45	951	2	.....	.....	.....	278
.....	21,679	8,431	15,249	7,016	.....	.....	.....	.....
Driven .....	.....	.....	.....	.....	.....	.....	.....	.....
Total	1,814,826	654,784	2,411,191	179,861	292,672	110,878	637,518	369,688

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1906.**

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT INDEPENDENT STOCK
YARDS FOR THE YEAR 1906.**

1906. Month.	RECEIPTS.					SHIPMENTS.				
	Cars.	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cars.	Cattle.	Hogs.	Sheep	Horses and Mules.
January ..	960	10,154	40,467	4,006	1,206	726	1,842	10,969	831	1,140
February ..	690	7,526	26,812	5,544	428	134	926	8,855	6	456
March	573	8,154	32,098	5,140	267	196	1,247	11,866	1,651	190
April	510	8,866	29,777	2,171	196	181	1,566	11,742	266	166
May	677	10,275	39,538	6,078	80	204	1,950	14,608	1,845	61
June	595	8,571	26,798	5,219	81	158	1,708	9,784	986	.....
July	580	8,064	27,028	6,861	127	142	1,265	7,587	990	242
August	491	7,569	26,026	4,969	192	156	1,947	7,148	719	97
September ..	468	7,904	19,052	4,972	180	126	2,115	4,176	968	60
October	566	10,406	25,234	5,162	437	149	2,061	5,397	167	316
November ..	508	7,968	24,867	2,788	312	186	1,666	4,486	166	414
December ..	616	8,117	20,422	2,314	618	188	1,249	7,964	.....	462
Totals ..	7,058	102,310	348,069	59,443	4,640	1,946	19,401	108,866	7,646	3,592

WEEKLY PRICES OF LIVE STOCK FOR 1906.

From Daily National Live Stock Reporter.

Week Ending.	CATTLE.		HOGS.		SHEEP.	
	Best Native Steers.	Best South-ern Steers.	Top.	Bulk.	Best Lambs.	Best Sheep.
January 6.....	\$....	\$....	\$....	\$....	\$....	\$....
13.....	5 45	4 60	5 40	5 10	7 85	5 75
20.....	5 60	4 75	5 50	5 20	7 90	6 25
27.....	6 00	4 50	5 50	5 25	7 50	5 75
February 3.....	6 00	4 95	5 75	5 35	7 60	6 10
10.....	5 65	4 65	5 92	5 45	7 00	5 50
17.....	6 00	4 85	6 05	5 70	7 05	5 10
24.....	5 65	4 85	6 25	5 80	7 25	6 25
March 3.....	5 75	4 75	6 40	6 10	6 65	6 45
10.....	6 00	5 25	6 45	6 10	7 00	6 00
17.....	5 90	4 90	6 50	6 00	7 00	5 50
24.....	6 00	4 85	6 45	6 10	6 65	5 90
31.....	5 75	4 80	6 50	6 30	6 65	5 60
April 7.....	5 75	5 00	6 52	6 30	6 75	5 50
14.....	5 70	5 25	6 60	6 25	5 75	6 00
21.....	5 75	4 80	6 65	6 20	6 25	5 75
28.....	5 50	4 75	6 75	6 50	6 30	6 00
May 5.....	5 75	4 60	6 55	6 30	6 50	6 25
12.....	5 75	4 75	6 57	6 25	6 50	6 25
19.....	5 80	5 05	6 62	6 37	6 57	6 25
26.....	5 75	4 80	6 57	6 22	6 47	6 25
June 2.....	5 50	4 45	6 57	6 20	6 47	6 25
9.....	5 50	4 60	6 55	6 20	6 47	6 25
16.....	5 80	5 00	6 60	6 40	6 55	6 25
23.....	5 65	4 65	6 70	6 42	6 62	6 25
30.....	6 00	4 80	6 80	6 50	6 75	6 10
July 7.....	5 85	5 00	6 85	6 55	6 77	6 10
14.....	6 05	5 10	7 00	6 65	6 97	5 75
21.....	6 10	4 40	6 92	6 60	6 82	5 75
28.....	6 05	4 50	6 87	6 65	6 82	5 75
August 4.....	5 85	4 10	6 75	6 80	6 67	5 25
11.....	6 10	4 25	6 60	6 15	6 55	5 00
18.....	6 30	4 20	6 85	6 05	6 27	5 00
25.....	6 25	4 20	6 55	6 30	6 50	5 50
September 1.....	6 25	4 10	6 50	6 12	6 45	5 35
8.....	6 25	4 10	6 50	6 12	6 40	5 35
15.....	6 40	4 10	6 60	6 27	6 50	5 75
22.....	6 25	4 00	6 65	6 30	6 60	5 75
29.....	6 30	4 00	6 75	6 50	6 67	5 75
October 6.....	6 35	3 85	6 80	6 55	6 70	5 00
13.....	6 55	4 25	6 70	6 85	6 57	5 50
20.....	6 75	4 25	6 70	6 80	6 62	5 35
27.....	6 15	4 50	6 45	6 15	6 40	5 50
November 3.....	5 85	4 50	6 50	6 15	6 42	5 50
10.....	7 00	4 10	6 30	6 07	6 22	5 50
17.....	6 25	4 40	6 35	6 07	6 27	5 50
24.....	6 15	5 00	6 40	6 07	6 30	5 50
December 1.....	7 00	4 25	6 25	5 95	6 17	5 50
8.....	6 50	4 20	6 45	6 07	6 40	5 50
15.....	7 00	4 40	6 45	6 10	6 37	5 75
22.....	6 50	4 65	6 40	6 15	6 35	5 50
29.....	6 00	4 80	6 50	6 20	6 45	5 50

TOBACCO.

LEAF

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts, Hhds.	Receipts, Pkgs.	Shipments, Hhds.
1906.....	54,216	19,836	8,046
1905.....	53,881	19,189	8,575
1904.....	53,713	11,422	1,845
1903.....	51,402	11,679	1,509
1902.....	50,584	11,077	1,944
1901.....	52,137	9,908	1,775
1900.....	44,914	12,997	2,496

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff and cigars. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

MANUFACTURED.

St. Louis maintains its position as the place where more tobacco is manufactured annually, and whose brands are more widely known, than any other place in the world. The amount manufactured in the First Missouri district, in 1906, of which nearly the entire amount is the output of St. Louis factories, shows an increase over the previous year, being 71,715,288 pounds, compared with 65,001,781 pounds in 1905. In addition to the amount manufactured 15,857,820 pounds were received from other points, making the total business of the year 84,937,595 pounds. Shipments were 84,937,595 pounds.

The number of cigars manufactured was 48,292,221, while the total sold in St. Louis in 1906 is estimated at 850,000,000, of an average value of \$4.00 per hundred. The total value of tobacco and cigars sold is estimated at \$45,000,000.

According to the report of the Commissioner of Internal Revenue the total amount of tobacco manufactured in the United States in 1905—the last available date—was 367,235,237 pounds, of which the First Missouri district manufactured 65,011,180 pounds, or nearly 18%.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1906,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

YEAR	Tobacco, manufactur'd pounds.	Amount Tax Paid.
Calendar 1899		\$ 3,459,441 00
" 1899		3,027,989 87
" 1899		3,426,346 78
" 1899		3,446,876 00
" 1899		3,189,479 18
" 1899		3,755,298 74
" 1899		5,632,743 06
" 1899		8,000,798 63
" 1899		9,515,896 13
" 1899		8,976,549 32
" 1899		6,436,395 24
" 1899		4,862,535 71
" 1899		8,949,261 77
" 1899		4,020,546 09
" 1899		4,894,939 31

The manufactures of the past five years can be classified as follows:

	1906. Pounds.	1905. Pounds.	1904. Pounds.	1903. Pounds.	1902. Pounds.
Plug Chewing Tobacco....	59,216,496	52,279,943	56,901,515	75,990,745	77,839,941
Fine Cut.....					12,736
Smoking	7,004,477	8,497,954	6,981,014	8,014,099	5,231,844
Twist.....	4,096,840	4,226,894			
Snuff.....	7,475	9,659	19,501	10,896	19,424
Total.....	71,715,288	65,001,440	63,842,030	80,896,024	83,080,205

CIGARS MANUFACTURED IN ST. LOUIS.

YEAR.	Manufac- tured.	Amount of Tax Paid.
Calendar 1899		179,963 13
" 1899		161,316 47
" 1899		154,396 59
" 1899		147,221 06
" 1899		141,579 45
" 1899		128,847 39
" 1899		153,891 91
" 1899		176,998 96
" 1899		200,418 17
" 1899		183,572 09
" 1899		180,439 79
" 1899		186,579 14
" 1899		191,478 63
" 1899		185,084 84
" 1899		169,251 92

TOBACCO, CIGARS AND SNUFF, MANUFACTURED IN ST. LOUIS FOR SIX YEARS.

	1906.	1905.	1904.	1903.	1902.	1901.
Tobacco, lbs.....	71,797,518	65,001,761	65,829,525	80,875,428	81,754,259	89,795,293
Cigars, M.....	49,267	49,609	63,894	63,199	49,121	48,225
Cigarettes, M.....		625	745	640	5,514	11,699
Snuff, lbs	7,475	9,659	19,501	10,896	10,424	14,699

BAGGING AND COTTON TIES.

The amount of bagging manufactured in 1906 was slightly less than in 1905, but the stocks on hand at the close of the year were very small, showing that the business of 1906 compared favorably with former years.

RECEIPTS OF JUTE FOR SIX YEARS

RECEIPTS.	1906.	1905.	1904.	1903.	1902.	1901.
Jute, bales.....	10,808	56,277	88,586	68,328	76,510	51,988

SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1906.	1905.	1904.	1903.	1902.	1901.	1900.	1899.	1898.
Bagging, pcs.....	255,429	340,189	181,890	155,982	261,820	331,118	212,619	256,312	273,661

BAGGING MANUFACTURED.

1906.....	14,000,000 yards.
1905.....	15,000,000 "
1904.....	11,500,000 "
1903.....	10,400,000 "
1902.....	11,000,000 "
1901.....	12,500,000 "
1900.....	9,975,655 "
1899.....	12,278,500 "
1898.....	12,500,000 "
1897.....	9,000,000 "
1896.....	8,000,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1906.....	200,000 yards.
" 1905.....	1,200,000 "
" 1904.....	1,000,000 "
" 1903.....	6,000,000 "
" 1902.....	4,000,000 "
" 1901.....	2,500,000 "
" 1900.....	8,781,245 "
" 1899.....	5,131,200 "
" 1898.....	721,600 "
" 1897.....	200,000 "
" 1896.....	1,000,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1906.....	6,519	.....
1905.....	12,989	.....
1904.....	17,085	.....
1903.....	1,775	.....
1902.....	45,030	.....
1901.....	6,708	835,400
1900.....	12,788	689,400
1899.....	10,750	537,500
1898.....	93,645	4,682,250
1897.....	85,878	1,793,900
1896.....	42,129	2,106,450

NAVAL STORES.

The receipts of Turpentine and Rosin show a large increase, which is accounted for by the fact that large shipments were made from the South via East St. Louis to points on the Missouri and Mississippi Rivers, and also to the Pacific Coast, as well as to more Northern cities.

Local receipts were approximately ninety tank cars of Turpentine, equal to 9,000 bbls. Local receipts of Rosin were about 35,000 commercial barrels of 280 lbs.

	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch.
1906—275 bbls., 264 tanks.	26,675	98,560	= 158,000	6,713
1905—303 bbls., 125 tanks.	= 15,960	89,740	= 168,270	7,400
1904—30 bbls., 175 tanks.	= 21,000	82,435	= 146,000	6,894
1903.....	25,529	81,560	= 145,000	20,311
1902.....	20,456	81,005	= 122,000	5,399
1901.....	26,077	90,961	= 138,066	4,596
1900.....	18,000	73,197	= 104,000	10,120
1899.....	16,000	59,620	= 89,430	6,878
1898.....	21,034	87,846	= 134,606	7,028
1897.....	18,019	76,831	= 109,758	7,100
1896.....	16,981	49,902	= 75,098	8,475
1895.....	14,752	49,350	= 73,144	12,240
1894.....	17,314	57,456	= 82,080	8,170
1893.....	15,679	44,870	= 51,375	12,048
1892.....	19,890	53,738	= 76,947	10,213
1891.....	19,470	56,322	= 75,322	5,679
1890.....	15,686	48,900	= 68,699	5,157
1889.....	18,900	49,397	= 69,300	4,167
1888.....	17,622	47,052	= 68,250	5,516
1887.....	18,262	45,231	= 66,200	8,675
1886.....	18,912	33,742	= 72,000	5,095
1885.....	13,125	48,273	= 66,860	7,343

The price of Turpentine ranged from 62 cents to 74 cents per gallon, and the price of Rosin ranged as follows:

"D," "E," "F".....	\$3.35	to \$4.45
"G".....	3.35	" 4.50
"H".....	3.40	" 4.50
"I".....	3.80	" 4.60
"K".....	4.10	" 5.10
"M".....	4.34	" 5.45
"N".....	4.35	" 6.25
"WG".....	4.40	" 6.75
"WW".....	4.50	" 6.85

LEAD AND SPELTER.

By John Wahl Commission Co.

LEAD.

The history of the Lead Market for the year 1906 may be summarized in a single statement—"Consumption has actually overtaken production." Not for thirty years, has Lead sold as high as during the last year. A large amount of foreign Lead, refined in this country was retained for domestic consumption, also several thousand tons were actually imported from Europe. More than the normal expansion has occurred in all lines of manufacture, an unprecedented tonnage being used by cable makers.

At the beginning of the year 1906, the price of Missouri Lead in St. Louis was nominally \$6.85. During the early part of March, it sold down to \$5.25. The last half of the year shows a gradual advance, and at the close, Missouri Brands of Pig Lead in St. Louis were worth \$6.15 per 100 lbs.

Productions of Lead in the United States for 1906 were something like 365,000 tons as compared with 320,000 tons for the year 1905. The output of the Southeastern Missouri Lead district, approximated 88,000 short tons. Of this the Bonne Terre and Flat River Districts contributed fully 90 per cent.

The increase in the production of Lead, particularly in the far West, was not commensurate with what could have been reasonably expected on account of the market conditions. This was due in the first place to the non-discovery of large new Lead deposits and secondly to the obstacles in the way of utilizing present facilities, owing to the scarcity of labor and other causes, which are hampering industrial activity throughout the country.

Supplies from Missouri became more plentiful, and there was a great deal of prospecting going on there, as well as in the far West, which may be expected to show results during the year 1907.

SPELTER.

The production of Spelter in the United States in 1906 showed another large increase, considerably more, indeed, than 1905 showed over 1904. The Joplin District continues to be the largest producer of Zinc Ore and its statistics shows a material gain over 1905. This is explained by the general stimulus of mining inspired by the high price of ore and metal and also further improvements in the milling practice, which have led to higher extractions of mineral from ore. Whereas only a few years ago the average extraction in the district was probably not more than 70 per cent, at present it is believed to be in the neighborhood of 75 to 80 per cent. The effect of this improvement upon production is obvious. Outside of the Joplin District, Colorado continues to be the largest producer. Among the Western States, New Mexico leads. However, the major proportion of the output in this State is used for the manufacture of zinc oxide rather than Spelter. Zinc ore was also produced in Utah, Nevada, Montana and Idaho. The productions for the year 1906 are nominally 225,000 tons as compared with about 200,000 tons for 1905.

Prices of Spelter for the year were unprecedentedly high. On January 1st the price was nominally \$6.50. We saw the lowest point in May, when the metal sold at \$5.75, and the year closes at the highest price for the year, \$6.65.

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

RECEIVED BY	1903.	1904.	1905.
Chicago & Alton R. R., Mo. Div.....	.....	585	.....
Missouri Pacific Ry.....	191,575	482,485	525,975
St. Louis & San Francisco R. R.....	124,510	71,605	65,595
Wabash R. R. (West).....	550	58,920	152,690
Chicago, Rock Island & Pacific .....	.....	.....	2,400
Missouri, Kansas & Texas R. R.....	58,545	187,765	145,795
St. Louis, Iron Mountain & Southern R. R.....	1,349,075	1,075,890	1,389,520
Louisville & Nashville R. R.....	.....	.....	654
Mobile & Ohio Railroad	1,480	.....	.....
Chicago & Alton R. R. (Main Line).....	850	.....	625
Vandalia R. R.....	82,680	86,035	1,110
Wabash R. R. (East).....	28,565	52,640	31,425
Toledo, St. Louis & Western R. R.....	5,110	.....	2,425
Chicago, Peoria & St. Louis R. R.....	68,175	28,975	125,845
Chicago, Burlington & Quincy R. R.....	254,325	171,185	74,940
Chicago, Burlington & Quincy R. R. (West) ..	.....	630	84,795
TOTAL.....	2,049,890	2,187,965	2,878,849

SHIPMENTS OF WHITE LEAD.

POUNDS.	POUNDS.	POUNDS.
1895.....42,905,950	1899.....49,480,250	1903.....50,907,850
1896.....46,350,600	1900.....56,710,690	1904.....78,296,550
1897.....50,908,015	1901.....59,670,730	1905.....68,214,440
1898.....59,442,560	1902.....69,480,975	1906.....41,894,505

MONTHLY PRICES OF LEAD AND SELLER FOR TWO YEARS.

MONTH.	LEAD.		SELLER.	
	1905.	1906.	1905.	1906.
January.....	4 85 @ 4 70	5 55 @ 5 00	5 00 @ 5 45	5 97½ @ 5 57½
February.....	4 85 4 47½	5 27½ 5 55	5 97½ 6 23½	5 90 6 09
March.....	4 85 4 52½	5 25 5 55	5 70 6 40	5 90 6 25
April.....	4 47½ 4 50	5 25 5 63½	5 72½ 5 85	5 87½ 6 12½
May.....	4 40 4 52½	5 60 6 00	5 12½ 5 70	6 75 5 97½
June.....	4 40 4 52½	5 80 5 98½	5 05 5 17½	5 87½ 6 20
July.....	4 47½ 4 60	5 63½ 5 80	5 07½ 5 47½	5 85 5 93½
August.....	4 50 4 85	5 65 5 75	5 60 5 94	5 85 5 93½
September.....	4 75 4 85	5 75 5 95	5 65 6 15	5 93½ 6 25
October.....	4 50 5 17½	5 83½ 6 00	5 77½ 6 13½	6 05 6 20
November.....	5 12½ 5 80	5 85 6 00	6 00 6 25	6 17½ 6 57½
December.....	5 60 5 90	5 85 6 15	6 20 6 60	6 85 6 75

WOOL, FURS AND HIDES.

By Funston Bros. & Co.

WOOL.

The year 1906 did not result as satisfactorily to the Wool Trade as was anticipated at the opening of the season. A great deal of wool was contracted on the sheep's back in the territories during the early winter months at comparatively high prices, with the general supposition by the trade that the clip would be somewhat smaller than the previous year and prices consequently higher. During the past several years the method of handling the wool clip of the territory has changed somewhat. In former years it was usually the custom to wait until the wool had been clipped from the sheep and then purchase it, but of recent years a great deal of contracting of wool on the sheep's back has been done, which has developed a decided speculative feature in the trade. The general value of wool for the past several years has ranged very high. The high tariff and general prosperity together with the moderate supply has been largely responsible for this.

The St. Louis merchants showed their wisdom in not taking as large a line of wool as usual during the past year, which accounts for the somewhat smaller quantity handled in this market than usual. Notwithstanding this, however, St. Louis is becoming more important as a wool market every year and is doing much toward taking the initiative in establishing values in wool producing sections. St. Louis is the second largest wool market in America, and is growing more important and more prominent every year.

There has been a falling off in the value of pulled and scoured wools, due to the fact that the handling of pelts has been manipulated and "doctored" to such an extent before they get into the hands of the pullers, that it has rendered the wool pulling business somewhat unprofitable with a few exceptions.

A conservative estimate of the value of wool handled during the year 1906 amounts to about seven million dollars (\$7,000,000).

FURS.

St. Louis continues not only to hold its lead as the Largest Primary Fur Market in the World, but is increasing that lead every year, and the past year has brought St. Louis into the limelight in a much more significant way than ever. The method of handling and selling furs in the St. Louis market is entirely different from that of any other market in the world. Furs are handled on a closer margin, and the trappers in the

fur bearing sections find that in marketing their furs in St. Louis, they get much better and quicker returns. The city is particularly well situated to do the immense fur business that it does, being located in the very heart of the fur bearing sections of the United States. The catch of furs each year runs up into the millions of dollars, and while it is scattered over a great territory, it is one of the great industries of America. Raccoon, mink, skunk and opossum, as well as muskrat, are found in large quantities almost all over the United States; and St. Louis being so centrally located it affords an excellent market for the trapper and hunter to ship direct to Commission Houses and cut out the middleman's profit. The great success of the St. Louis market has been accomplished largely by the advertising of St. Louis as a fur market by the fur trade, and by the enterprising and superior methods of the fur merchants of St. Louis.

Great quantities of the finer furs from Canada and Alaska come to St. Louis to be sold for the account of the shipper, and more and more of the finer furs from these far off sections are coming to the St. Louis market every year; and due to the fact that St. Louis is showing its ability to pay more for these fine furs, such as silver fox, sea otter, sables, lynx and other fine furs, it is increasing the volume of business in these finer furs and taking away business from other markets in Europe as well as America. The progress of the fur trade in this market is something that St. Louis might well be proud of.

A careful estimate of the amount of furs handled in St. Louis for the season of 1906-07 will reach about ten million dollars (\$10,000,000).

HIDES.

Hides have had a rather steady year, taken as a whole, with prices holding up to a good high level. There is nearly always a good demand for both dry and green hides in this market. The larger consumption of leather and the big demand for it, has kept hides up to a very high basis of values. St. Louis is a very good market for what is known as the country hides, that come here from a large territory, particularly in the south, southwest and west.

As the usages for leather seem to be greater in number than former years, and as the supply of hides seems quite limited, the probabilities are that prices of hides will continue to remain on a fairly high basis of values.

Counting the output in the packing houses, a fair estimate of the value of hides for the past year would amount to about seventeen million, five hundred thousand dollars (\$17,500,000).

RECEIPTS AND SHIPMENTS FOR FIFTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1906.....	15,775,880	17,749,420	59,115,810	97,782,800
1905.....	24,296,180	22,887,270	68,544,350	118,864,600
1904.....	18,751,770	27,540,775	55,228,200	109,480,945
1903.....	18,766,250	21,031,610	50,910,600	112,680,080
1902.....	26,878,080	80,072,850	58,237,220	99,867,210
1901.....	25,877,110	27,811,875	55,065,080	116,728,585
1900.....	17,000,790	15,057,290	60,531,540	106,496,640
1899.....	28,491,625	32,517,076	68,983,720	92,692,028
1898.....	23,710,715	31,266,999	58,716,180	78,705,735
1897.....	30,865,410	34,803,700	59,872,110	88,908,100
1896.....	15,139,840	15,939,579	46,505,880	81,581,130
1895.....	21,593,780	20,526,100	44,169,790	78,039,400
1894.....	24,861,455	24,430,971	46,456,970	68,543,869
1893.....	15,024,436	15,726,165	45,011,866	61,522,479
1892.....	25,850,690	27,450,379	88,412,954	47,596,204

RECEIPTS OF PELTRIES AND FURS

BUNDLES.		BUNDLES.	
1906.....	23,962	1894.....	87,058
1905.....	24,785	1893.....	96,855
1904.....	88,212	1892.....	101,442
1903.....	11,825	1891.....	125,526
1902.....	81,084	1890.....	78,838
1901.....	85,084	1889.....	43,316
1900.....	146,507	1888.....	45,332
1899.....	259,256	1887.....	22,045
1898.....	318,948	1886.....	18,889
1897.....	274,900	1885.....	17,474
1896.....	210,432	1884.....	15,459
1895.....	195,496	1883.....	15,591

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1895.....	83,588	1901.....	153,660
1896.....	80,186	1902.....	152,125
1897.....	72,024	1903 Rolls and Sides.....	465,400
1898.....	83,215	1904 " ".....	601,865
1899.....	104,040	1905 " ".....	641,525
1900.....	136,928	1906 " ".....	574,790

HAY.

By JNO. J. SCHULTZ, Secretary St. Louis Hay Receivers Association.

The condition of the hay market for the season of 1906 was peculiar, the crops through the State of Missouri being almost a total failure, while Illinois raised about half the crop.

When the new hay crop commenced coming in here prices started in about \$11.50 per ton, and we had a steady advance and the prices reached \$21 per ton. About the time the best hay was selling around \$17.50 and \$18 per ton commission merchants' commenced looking for a new territory.

The principal supply of hay in 1905 came from Ohio, Indiana, Illinois, Indian Territory and Kansas. The year 1906 we had large consignments from South Dakota, Wisconsin, Michigan, Iowa, Minnesota, Kansas, Indian Territory, and quite a few cars from Texas, Ohio and Indiana.

Our prices were so high, that they invited shipments from stations as far as a thousand miles from St. Louis. I think however, the principal reason for the high prices, was the scarcity of cars. Quite a long time we were entirely out of line to do any shipping business; however, these conditions have changed and there is now being a great deal of hay shipped through the Southeast.

It is my impression that there was at least 3,500 tons of hay on hand near the 31st of December, 1906.

ST. LOUIS HAY INSPECTION FOR 1906.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1906.....	242,980	101,886
1905.....	246,945	90,180
1904.....	269,560	119,984
1903.....	298,246	114,441
1902.....	218,224	89,028
1901.....	251,182	117,557
1900.....	234,256	120,777
1899.....	175,820	64,333
1898.....	160,850	46,488
1897.....	178,516	64,067
1896.....	230,852	107,980
1895.....	195,582	69,046
1894.....	159,969	41,238
1893.....	141,238	30,095
1892.....	131,148	32,078
1891.....	141,898	33,253
1890.....	114,092	40,247
1889.....	116,346	53,522

Stock in store December 31st, 1896, about 8,250 tons.					
"	"	"	"	31st, 1897,	" 3,500 "
"	"	"	"	31st, 1898,	" 2,500 "
"	"	"	"	31st, 1899,	" 3,500 "
"	"	"	"	31st, 1900,	" 2,040 "
"	"	"	"	31st, 1901,	" 1,500 "
"	"	"	"	31st, 1902,	" 500 "
"	"	"	"	31st, 1903,	" 2,500 "
"	"	"	"	31st, 1904,	" 800 "
"	"	"	"	31st, 1905,	" 1,000 "
"	"	"	"	31st, 1906,	" 3,500 "

Receipts of Hay during 1904, 1905 and 1906, at the principal primary markets, were as follows:

	Tons. 1904.	Tons. 1905.	Tons. 1906.
St. Louis.....	269,560	246,945	242,980
Cincinnati.....	106,871	131,220	220,874
Indianapolis.....	25,152	1,922	20,210
Cleveland.....	148,868	53,579	56,643
Chicago.....	252,870	245,652	257,927
Kansas City.....	128,040	133,170	128,890
Peoria.....	87,834	2,540	88,580
Minneapolis.....	87,898	81,227	28,827
Milwaukee.....	21,247	26,070	21,618

RECEIPTS AND SHIPMENTS OF HAY DURING 1906 AND 1907.

MONTHLY RANGE OF PRICES OF HAY DURING 1906.

MONTHS.	No. 1 Timothy, per ton.		No. 1 Prairie, per ton.	
January	\$12.00	@ 14.00	\$ 9.50	@ 11.00
February	11.50	14.00	9.00	10.50
March	12.00	15.00	9.00	9.50
April	13.50	17.00	10.50	12.00
May	14.50	18.00	11.00	13.50
June	14.00	17.00	9.50	12.50
July	*11.00	17.50	* 9.00	12.00
August	12.00	16.50	9.00	10.50
September	13.50	15.50	10.00	11.50
October	14.50	16.50	11.00	12.50
November	15.00	18.50	11.00	16.00
December	17.50	20.00	13.00	18.00

* New Hay.

CANDIES.

By V. L. PRICE, Chairman National Candy Co.

The year 1906 has been an exceptionally prosperous one for St. Louis confectioners. There has been a large increase in both the manufacturing and jobbing business, due to the St. Louis spirit and to the growth of the country tributary to our city.

There still remains an increased demand for the higher grades of Candy, which St. Louis manufacturers have taken advantage of and accordingly have increased their facilities and perfected their methods.

There are eight large manufacturers of candy in the City of St. Louis, employing fully three thousand hands, and paying in wages close to \$1,000,000 per annum.

Candies of every style and variety are manufactured and the buyer, wholesaler and retailer, can find in the products of St. Louis the very best in quality and the most novel in design.

The trade extends over nearly the entire United States; the principal trade, however, is in the Southwestern states and territories.

The railroad companies have done much in the past year to encourage the purchase of confectionery in St. Louis.

The personnel of the various establishments in St. Louis is exceptional, and they all stand pre-eminent among their competitors; having a reputation for integrity and fairness which has proven so characteristic of St. Louis.

In St. Louis is located the General Office of the largest confectionery manufacturing establishment of the world.

The total output of the St. Louis factories and jobbers is estimated at about \$5,000,000 per annum or about 60,000,000 pounds.

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bns.	Barrels.	Sacks.	Bulk in Bns.
1883.....	280,570	110,095	840,560	88,680	56,415	685,040
1884.....	250,290	94,720	1,005,760	159,498	108,810	221,760
1885.....	281,555	55,285	822,080	205,840	71,459	95,790
1886.....	218,795	47,080	958,120	212,195	50,752	92,400
1887.....	238,770	88,650	777,840	229,881	68,081	75,048
1888.....	815,225	85,280	772,800	40,809	40,809	24,640
1889.....	335,115	27,878	778,160	20,846	20,846	10,060
1890.....	427,125	28,255	581,260	40,201	40,201	15,690
1891.....	388,125	48,280	451,540	20,625	20,625	44,680
1892.....	351,685	33,045	419,450	12,887	12,887	17,340
1893.....	329,605	39,183	454,160	9,840	9,840	23,025
1894.....	304,244	72,788	604,280	17,943	17,943	54,820
1895.....	248,880	60,787	620,500	8,638	8,638	22,860
1896.....	241,120	30,198	354,680	16,759	16,759	290,880
1897.....	260,487	48,963	478,200	28,908	28,908	149,925
1898.....	281,671	48,478	398,440	29,808	29,808	68,015
1899.....	226,189	33,840	168,080	25,579	25,579	70,020
1900.....	298,653	21,215	304,080	8,228	8,228	144,680
1901.....	230,110	24,649	254,700	22,821	22,821	127,680
1902.....	294,576	22,080	320,490	9,474	9,474	92,319
1903.....	400,358	51,992	347,160	11,658	11,658	56,294
1904.....	397,737	46,221	548,700	8,957	8,957	245,223
1905.....	426,440	56,257	496,800	12,246	12,246	228,020
1906.....	329,175	67,981	698,720	14,547	14,547	457,588
1907.....	297,425	43,760	392,290	18,519	18,519	245,071

RECEIPTS AND SHIPMENTS OF SALT FOR 1906.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars, In Bulk.	Sacks.	Bbls.	Cars, In Bulk.
Chicago & Alton R.R. (Mo. Div.) ..	.....	.....	214	.....	2,565	.....
Missouri Pacific Railroad	1,750	.....	.....	16,775	8,775	160
St. L. & San Francisco Railroad ..	.....	.....	.....	6,710	14,165	252
Wabash Railroad (West) .....	.....	200	11	190	710	4
Chicago, E. I. & Pacific Ry .....	.....	.....	.....	880	500	47
Mo., Kansas & Texas R. R. ....	.....	125	.....	9,680	18,325	.....
St. Louis Southwestern R.R. ....	.....	.....	.....	800	1,110	210
St. L., Iron Mountain & So. R. R. ..	.....	.....	9	80	6,970	47
St. L., I. M. & S. R. R. (Ill. Div.) ..	.....	.....	1	.....	620	115
Illinois Central R. R.	60,605	10,555	801	9,730	5,315	11
Louisville, Henderson & St. L. R.R. ..	.....	.....	1	.....	20	.....
Louisville & Nashville R.R. ....	.....	.....	1	210	520	.....
Mobile & Ohio R.R.	6,015	500	212	80	10,980	6
Southern Railway .....	.....	.....	.....	500	1,690	5
Baltimore & Ohio S.-W. R. R.	860	5,050	21	80	20	.....
Chicago & Alton R.R.	3,955	4,525	28	410	310	8
O., C., C. & St. Louis R.R.	578	3,490	8	1,080	180	11
Vandalia R. R.	5,185	86,850	168	1,730	1,400	.....
Wabash Railroad (East)	495	93,020	8	.....	1,760	.....
Toledo, St. Louis & Western R. R. ..	30,590	72,560	474	410	.....	.....
Chicago, Peoria & St. Louis R.R. ....	.....	880	8	200	.....	1
Chicago, Burl. & Q. R. R. (East) ..	.....	50	49	.....	1,805	160
Chicago, Burl. & Q. R. R. (West) ..	.....	1,200	2	.....	1,740	12
Chicago & Eastern Illinois R. R.	795	9,765	4	.....	.....	.....
Upper Mississippi River .....	.....	.....	.....	85	470	.....
Lower Mississippi River .....	.....	.....	.....	105	4,060	.....
Illinois River .....	.....	.....	.....	20	725	.....
Missouri River .....	.....	.....	.....	10	180	.....
Ohio, Cumb. and Tenn. Rivers ..	.....	.....	.....	.....	.....	.....
Total	110,695	280,570	1,501	56,415	88,680	1,184

SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS	1906.			1905.			1904.			1903.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	.....	115,150	.....	.....	.....	.....	.....	96,000	.....	.....	173,400	.....
Other ..	9,765	.....	.....	.....	149,855	.....	42,971	.....	.....	64,702	.....	.....
Cotton .	.....	.....	16,845	89,992	.....	11,427	.....	.....	18,709	.....	.....	5,240

Shipment of Flaxseed for 1888, 6,154 sacks and 45,975 bushels.

"	"	"	1889,	2,635	"	"	240,285	"
"	"	"	1890,	518	"	"	700,160	"
"	"	"	1891,	719	"	"	120,011	"
"	"	"	1892,	...	"	"	161,243	"
"	"	"	1893,	...	"	"	155,557	"
"	"	"	1894,	...	"	"	225,205	"
"	"	"	1895,	...	"	"	225,845	"
"	"	"	1896,	...	"	"	606,879	"
"	"	"	1897,	...	"	"	445,562	"
"	"	"	1898,	...	"	"	294,045	"
"	"	"	1899,	...	"	"	242,871	"
"	"	"	1900,	...	"	"	457,154	"
"	"	"	1901,	...	"	"	83,957	"
"	"	"	1902,	...	"	"	129,205	"
"	"	"	1903,	...	"	"	15,565	"
"	"	"	1904,	...	"	"	20,780	"
"	"	"	1905,	...	"	"	28,960	"
"	"	"	1906,	...	"	"	8,655	"

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 5 cents less) for four years.

MONTHS.	1906.		1905.		1904.		1903.	
January.....	1 06	②1 16	1 14	②1 15	92½	②1 07	1 12	②1 17
February.....	1 06	1 11	1 14	1 23	1 06	1 08½	1 10	1 14
March.....	1 05	1 09	1 22	1 26½	1 04	1 06	1 05	1 12
April.....	1 08	1 11	1 22	1 26	96	1 06	1 05	1 08
May.....	1 05	1 08	1 22	1 29	96	98½	1 07	1 10
June.....	1 05	1 06½	1 24	1 29	97	98	98	1 08
July.....	1 08	1 07	1 20	1 30	99	1 15½	91	96
August.....	1 02	1 05	1 04	1 30	1 15½	1 18	91	1 00
September.....	99	1 02½	90	1 06	1 09	1 18½	92	1 00
October.....	1 08	1 07	94	97	1 06	1 10	96	98
November.....	1 08	1 17	94	95	1 07	1 11	96	99
December.....	1 15	1 19	95	1 10	1 12	1 16	87½	90½

BUTTER AND CHEESE.

BUTTER.

Taken as a whole the St. Louis butter business for the past year was quite a satisfactory one, and in the aggregate the trade handled approximately 25,000,000 pounds or more. Of the amount 13,198,385 pounds were received and 9,785,835 pounds shipped by the railroads. Local dairies, of which there are many in and close to St. Louis, also produce quite a quantity that does not enter into the receipts and shipments as compiled by the Merchants' Exchange.

Throughout the year stocks on hand were fair though not heavy, owing to the unsatisfactory results of extra large stocks on hand during the previous year. As yet the St. Louis dairies do not supply the St. Louis trade to any extent, the supplies being received chiefly from Wisconsin, Minnesota, Iowa and Northern Illinois.

St. Louis butter houses do not enter into the speculative business to any extent, but confine their operations principally to the local consumption demand. In the spring a fair trade is done in shipments to the East, but the main shipping trade is to the South.

Prices in the main during the past year averaged about 8 to 10 per cent higher than those of 1905, though from June to October they ruled about $1\frac{1}{2}$ to 2 cents per pound lower than the previous year. Stocks on hand at the close of the year were only fair and prices strong at almost the top range.

CHEESE.

By C. E. UDELL.

Facts and figures show conclusively that the American people are cheese eaters, and that, that tendency is rapidly on the increase.

For a long time our people did not appreciate the fact that cheese is a most valuable and nutritious food, equal or more so than meat.

Our English cousins have long realized this, as is evidenced by their, not many years since, having taken ninety-five per cent of the cheese made in the States, now probably they do not take two per cent, the balance being consumed at home, and England now gets her supply from Canada, having paid Canada last year twenty-five million dollars for cheese.

The appended figures show a large increase in the movement of cheese through this gateway, it being distributed through here largely to both the Southeast and Southwest, figures showing receipts include all through shipments, but some are not recorded as shipments; when forwarded, the figures covering shipments indicating only such as were redistributed from here.

Notwithstanding the large showing of increase, it does not reflect the large increase output and handlings of this commodity in the West, the business having shifted from the large cities as distributing points, and shipments being made for distribution direct from central producing points in the State of Wisconsin, nearly all dealers now having branch houses at different points in that State, as well as in the State of New York.

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1906.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipments, boxes.
Chicago & Alton R.R. (Mo. Div.).....	9,100	.....	450	250
Missouri Pacific R.R.....	2,208,520	128,710	830	18,940
St. L. & San Francisco R.R.....	81,750	2,950	.....	5,860
Wabash Railway, (West).....	851,290	82,100	80	20,850
Chicago, Rock Island & Pacific.....	801,410	21,200	.....	9,860
Missouri, Kansas & Texas R. R.....	807,000	70	.....	26,510
St. Louis, S. W. R. R.....	.....	9,280	.....	51,200
St. L. Iron Moun. & South'n R. R.....	12,810	569,550	.....	79,180
St. L. Iron Moun. & South'n R. R. (Ill. Div.).....	.....	870	.....	200
Illinois Central R. R.....	1,007,190	1,428,415	80,220	11,465
Louisville, Henderson & St. Louis R. R.....	40	52,500	.....	5,570
Louisville & Nashville R.R.....	67,960	78,190	.....	6,610
Mobile & Ohio R.R.....	21,520	71,950	50	8,220
.....	190	874,985	.....	2,850
F. R. R.....	200	10,590	.....	2,180
.....	21,800	128,900	14,150	265
St. Louis & St. Louis R. R.....	4,840	865,320	80	.....
.....	5,000	.....	800	5,800
.....	3,708,480	5,154,605	1,000,050	18,750
.....	.....	1,889,390	.....	.....
.....	.....	.....	.....	70
.....	.....	.....	.....	150
.....	2,087,560	.....	5,780	.....
.....	11,560	5,800	.....	2,250
.....	47,520	2,290	.....	7,170
.....	700	.....	.....	80
.....	5,050	200	.....	965
Ohio, Cumberland and Tennessee Rivers.....	50	50	.....	645
Express.....	2,221,115	.....	.....	.....
Total 1906.....	13,198,885	.....	0	262,420
Total, 1905..... lbs.	1,285	10,451,180	980,520	577,520
" 1904.....	1,980	13,568,080	826,950	266,582
" 1903.....	1,275	10,654,150	808,800	304,780
" 1902.....	1,645	10,814,500	794,420	312,037
" 1901.....	1,920	8,202,214	812,784	300,028
" 1900.....	1,890	9,346,475	868,830	293,999
" 1899.....	1,185	4,975,490	981,845	318,960
" 1898.....	1,745	5,782,070	571,585	245,448
" 1897.....	1,165	6,414,235	440,805	248,120
" 1896.....	1,892	4,857,042	754,421	185,198
" 1895.....	1,068	5,096,560	172,963	185,198
" 1894.....	1,544	5,135,055	437,618	199,567
" 1893.....	1,208	4,895,803	333,250	160,188
" 1892.....	12,401,783	4,994,100	234,561	312,687
" 1891.....	13,791,253	6,875,775	185,265	163,925
" 1890.....	12,661,944	4,445,799	180,495	109,085

EGGS.

By F. W. BROCKMAN.

Very little can be added to the history of the egg business in St. Louis, as to its course during the year 1906. The unexpected really has happened, and we have had a very prosperous season all through. More eggs were stored in St. Louis last year than at any time previous and yet strange to say the consuming trade has absorbed them all and at figures that show a handsome profit to the holders. With probably one exception last years' receipts of eggs were the largest of any in the history of the trade of this city.

As a matter of fact consumption of eggs in this city has increased remarkably in the past two or three years and has given natural strength to the market. Storage eggs were almost thoroughly cleaned up by December 15th and the trade could help out other points less fortunate in their disposition. Altogether the egg business has been satisfactory during 1906.

RECEIPTS AND PRICES OF EGGS DURING 1906.

MONTHS—1906.	By Railroad, Packages.	By River, Packages.	By Express, Packages.	Monthly Receipts, Packages.	Monthly Range of Prices.
January.....	23,249	.....	14,925	88,174	14 ② 23
February.....	88,941	255	16,565	50,761	12 17
March.....	108,752	4,596	87,865	150,718	12 15
April.....	155,226	7,115	25,860	187,701	18½ 15
May.....	141,580	7,458	15,705	164,748	18 14
June.....	87,970	4,284	16,830	108,584	12½ 18½
July.....	71,900	8,505	21,160	96,565	12½ 18
August.....	54,495	2,204	18,486	70,185	18 15
September.....	89,069	1,945	11,148	52,157	16 17½
October.....	85,471	1,212	10,895	47,078	18 22
November.....	18,975	632	10,980	80,557	28 26
December.....	15,670	615	9,642	25,927	21 26
Total, 1906.....	786,298	88,771	208,056	1,028,126	
“ 1905.....	770,488	88,095	171,674	980,257	
“ 1904.....	968,914	40,857	211,858	1,216,124	
“ 1903.....	692,986	40,850	225,882	959,648	
“ 1902.....	618,708	85,972	171,819	825,999	
“ 1901.....	817,879	88,669	166,098	1,022,646	
“ 1900.....	678,511	89,832	202,889	920,682	

BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.
1906.....	18,684	7,900	79,880	.....	.....	219,515
1905.....	9,525	2,400	96,815	.....	4,967	226,262
1904.....	18,955	4,600	88,563	.....	8,865	278,440
1903.....	11,020	4,200	88,100	.....	1,800	239,566
1902.....	11,311	7,900	102,490	55	.....	214,742
1901.....	1,804	24,900	108,669	215	.....	219,309
1900.....	227	46,800	78,703	.....	2,900	184,401
1899.....	3,140	79,200	113,400	.....	11,860	192,149
1898.....	20,564	114,356	96,690	.....	87,995	187,256
1897.....	20,562	131,000	77,977	.....	94,200	96,069
1896.....	13,914	85,250	25,763	.....	19,860	61,871
1895.....	17,378	18,150	64,761	.....	500	76,977
1894.....	2,251	21,450	37,574	.....	.....	89,216
1893.....	1,270	26,600	27,312	.....	.....	78,537
1892.....	4,899	26,960	47,132	.....	1,263	77,990
1891.....	6,245	158,960	47,440	.....	33,231	76,294
1890.....	2,300	160,600	22,000	.....	19,000	80,182
1889.....	3,860	119,900	26,322	835	502	87,122
1888.....	4,975	105,500	37,594	1,536	7,995	97,163
1887.....	5,786	149,000	71,978	8,777	4,690	66,900
1886.....	23,345	217,500	43,420	9,626	590	56,229

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1905 AND 1906.

	1906.	1905.		1906.	1905.
January.....	\$1 85	\$1 85	July.....	\$1 85	\$1 85
February.....	1 85	1 85	August.....	1 85	1 85
March.....	1 85	1 85	September.....	1 85@1 47	1 85
April.....	1 85	1 85	October.....	1 47 1 50	1 85
May.....	1 85	1 85	November.....	1 50	1 85
June.....	1 25	1 25	December.....	1 50	1 85

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

DRIED FRUIT.

By Hoffman Brothers Produce Co.

The production of Evaporated and Dried apples for the season of 1906 was large, in marked contrast to the two preceding seasons. There were a variety of grades represented in the offerings, but the average quality of the fruit was good, and proved satisfactory to the trade. Notwithstanding the large crop in this section, receipts found ready sale throughout the season, the unusually good demand being due, no doubt, to the bare condition of the markets, both in this country and Europe, nothing having been carried over from last year. Early arrivals of choice evaporated were readily sold at 5½ to 6 cents. As the volume of offerings increased prices gradually declined to 4½ cents. A reaction soon followed, however, due to the increased demand, and prices advanced steadily, 6 to 6½ cents being realized the latter part of the season.

Sun dried quarters were in equally good demand throughout the season, and were really more eagerly sought at times, choice bright stock bringing nearly as much as evaporated. The early receipts were mainly for inferior quality and sold at 3½ to 4 cents. As the season progressed the quality improved, the market became more active, and values advanced steadily to 5½ cents. The export trade in both sun dried and evaporated apples was large and helped materially in sustaining prices.

Peaches were also in comparatively large offering and brought excellent prices, values ranging higher than for several years. This fact can also be attributed to the bare condition of the markets on account of the light crop last year. The market opened at 4½ cents and gradually improved, choice bright halves bringing as high as 7½ cents toward the close of the season.

RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1906	105,197	226,115
1905	102,320	416,759
1904	112,512	297,632
1903	208,351	343,335
1902	310,789	420,833
1901	229,814	359,286
1900	168,931	310,275
1899	310,554	343,321
1898	206,617	265,183
1897	267,499	441,705
1896	80,455	140,500
1895	150,908	183,363
1894	99,405	219,063
1893	155,015	200,336
1892	150,766	218,436
1891	128,932	182,987

FRUITS AND PRODUCE.

As a primary and a terminal market for garden truck and fruits, St. Louis continues to maintain that prominent position for which she has long been noted throughout the country. Situated in the heart of a most fertile section, where the farmers have for upward of a half century given special attention to the raising of vegetables and small fruits for the market many of the northern and eastern consumers have long since learned to look to St. Louis at certain seasons of the year for a large portion of their supplies.

Then, too, being the natural gateway for that vast Southwestern territory, which in the past few years has come to the front as a producer of early vegetables, fruits and melons has likewise been of material benefit to this market, and as it is to-day, many train loads of the products of the garden are sent to this market, which later are jobbed out to a vast territory contiguous that draw on St. Louis dealers for supplies.

The business of the past year in practically all respects was a most satisfactory one, and from even a casual glance at the receipts and shipments as compiled elsewhere in this report will be seen in a large measure the transactions handled. Yet there is a large volume of business done under this head that does not enter into any compilation of figures whatever, as it is done from the wagons of the growers and goes directly to the consumer. Likewise many thousands of car loads of strawberries, grapes, peaches, etc., are handled each year of which no records are kept.

The home grown crop of strawberries last season was a very good one and St. Louis houses shipped during the season upward of 150 cars to Northern and Eastern markets and as far West as Denver, Texas, Arkansas, Louisiana and Mississippi supplied the market with early fruit and fully 250 cars or more were received. Of grapes the nearby crop was fair, the trade though look almost altogether to Ohio, Michigan, Pennsylvania and New York for supplies and more than 400 cars were handled here last year.

Peaches from Texas and Arkansas are quite an important factor in the trade, while as a market for watermelons and cantaloupes it ranks amongst the first. Receipts of watermelons for 1906 were reported at 1990 cars and shipments at 1207 cars. Of cantaloupes about 150 cars and peaches about 300 cars.

California supplies the larger portion of the oranges, though the Florida receipts in 1906 were noticeably larger than the year prior. Receipts were 463,860 boxes and shipments were 403,290 boxes. The receipts of lemons last year were 100,390 boxes or 25,000 boxes less than 1905. The receipts of bananas amounted to 2,116 cars and the shipments 1,144 cars.

APPLES.

The apple crop of 1906 throughout the country was one of the largest in many seasons and the St. Louis receipts aggregated 590,066 barrels and 42,821 boxes, as compared with 515,939 barrels and 65,582 boxes in 1905. The home grown and nearby crop handled by St. Louis houses will add another 100,000 barrels to the figures. The amount in storage last fall was placed at close to 200,000 barrels. As a result of the heavy crop prices were from 25 to 40 per cent lower, and on certain grades even more. St. Louis is a noted shipping point, and also exports large quantities to Germany, France and Scotland, but the bulk of the export business is direct from the orchards and does not show in the figures of receipts and shipments.

POTATOES.

A most favorable year was experienced by dealers in general in potatoes during 1906. Prices ruled steady to strong and maintained a better average price than usual despite the fact that the yield was one of the largest ever produced. As a receiving and shipping center St. Louis still holds conspicuous place, early stock from the south coming here, and in turn being distributed elsewhere, and by the time the home grown crop is ready to be marketed the South turns to St. Louis for supplies. The "American Bottom" crop last year amounted to about 4,500 cars or about 2,250,000 bushels. The receipts as reported by the railroads not included in the above were 1,900,265 bushels. By wagons the receipts were about 350,000 bushels. The shipments as reported by the railroads were 1,543,330 bushels. All figures shown are a good increase over the previous year.

TOMATOES AND CELERY.

Last year business in both commodities was exceptionally good. In tomatoes more than 400 cars were handled from Texas, Arkansas and West Tennessee, while the home crop contributed several hundred car loads more to the business. The shipping demand was good. California now supplies the greater part of the celery handled, and the season's business, including the Michigan product, aggregated about 300 cars.

ONIONS AND CABBAGE.

Only a fair crop of onions was raised in nearby Missouri points last year and the bulk of the supplies came from Northern points. The trade in general was good and prices quite satisfactory. Receipts amounted to 193,575 sacks and 579 cars and the shipments were 447,035 sacks.

The local cabbage crop the past season was a very good one, while the receipts of early stock from the South amounted to about 400 cars, to which may be added a like number from the North later in the season. Good prices ruled the greater part of the season.

A large business was again done in sauerkraut the past year, shipments amounting to 73,615 packages.

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES FOR 1906.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls	590,066	298,185
do .....boxes	42,821	45,875
Ale and Beer.....packages.....	.....	6,182,285
Bananas .....cars	2,116	1,144
Barbed Wire....pounds	26,822,400	13,845,950
Beef .....barrels and tierces .....	.....	4,110
Fresh Beef.....pounds	149,865,800	363,120,020
Canned Beef.....“ .....	.....	1,356,790
Boots and Shoes.....cases.....	1,131,840	1,418,147
Cordage and Rope.....coils.....	50,696	.....
Cement.....sacks	2,313,605	.....
“barrels.....	136,470	.....
Cotton Seed Meal .....tons.....	14,660	18,025
Candles.....boxes.....	.....	195,830
Eggs .....packages.. ..	1,023,125	509,611
Fish.....“	48,160	.....
Fertilizer .....tons. . . . .	.....	46,750
Hops .....bales... ..	8,142	.....
Iron and Steel.....tons.....	423,405	.....
Leather .....rolls.....	87,495	.....
do .....sides	487,295	.....
Lemons .....boxes	100,390	115,890
Malt.....sacks	176,385	119,580
Nails.....kegs	613,870	453,685
Oils.....barrels	52,600	.....
“tanks	9,981	.....
Oil Cake.....tons.....	.....	2,415
Oranges.....packages.....	463,860	403,290
Ore, Iron.....tons.....	49,120	51,905
“ Zinc.....“	7,265	14,690
Pig Iron.....“	313,990	157,065
Railroad Iron.....“	122,255	.....
Staves. ....M	182	.....
“cars	8,788	.....
Soap.....boxes.. ..	.....	988,485
Tallow .....pounds	11,079,280	10,830,570
Tin .....boxes	127,195	.....
Wines and Liquors.....barrels.....	16,795	.....
“ “boxes and cases...	195,372	.....
Zinc and Spelter.....slabs.....	3,844,055	3,805,145

RECEIPTS BY RAILROAD, RIVER, EXPRESS, WAGON AND STOCK DRIVEN FOR EACH MONTH IN 1906.

DATE—1906.	APPLES.		Bagging, Pieces.	Bananas, Cans.	Barley, Bushels.	Butter, Lbs.	Beans, Sacks and Barrels.	Barbed Wire, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
	Bbls.	Boxes.								
January	13,935	2,285	.....	141	410,000	1,122,190	10,210	1,409,000	13,491,900	140,220
February	14,365	305	.....	158	338,750	1,015,530	3,680	8,702,000	12,290,500	197,360
March	6,910	535	.....	185	290,000	1,119,770	7,050	2,802,000	11,446,800	109,450
April.....	3,116	200	.....	132	182,500	966,815	8,340	1,141,000	8,224,600	82,320
May.....	810	.....	126	188	38,750	1,016,385	6,335	1,897,000	8,620,400	62,770
June	61	28	63	155	87,700	1,433,885	5,880	2,354,000	13,661,500	49,440
July.....	5,818	1,043	.....	224	14,300	1,201,900	3,740	1,444,000	12,190,900	77,650
August	22,632	990	1,690	239	2,600	1,400,470	1,250	2,203,000	11,523,500	92,360
September	86,630	6,435	1,875	153	65,000	1,025,900	4,530	4,936,400	15,792,000	56,210
October	304,785	24,000	.....	213	677,300	1,027,005	13,510	1,481,000	15,343,200	107,650
November	103,096	6,465	1,034	196	283,400	903,190	8,005	2,091,000	15,750,500	85,880
December	27,908	535	1,731	122	494,000	935,335	6,800	1,272,000	11,520,000	70,580
.....
Total.....	509,066	42,821	6,519	2,116	2,834,300	13,198,335	79,330	26,822,400	149,865,800	1,131,840
Railroad.....	435,580	42,410	6,519	2,116	2,834,300	10,912,100	79,295	26,822,400	149,865,800	1,131,780
River	154,486	411	.....	.....	.....	65,170	35	.....	.....	60
Express.....	.....	.....	.....	.....	.....	2,221,115	.....	.....	.....	.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1906—Continued.

DATE—1906.	Bran and Shipstuff		Cordage and Rope, Colls.	Cattle, Head.	CASTOR BEANS.		CEMENT.		Cheese, Boxes.	Coal, Tons.	COFFEE.	
	Sacks.	Cars in bulk.			Sacks.	Bus. bulk.	Sacks.	Barrels.			Sacks.	Pkgs.
January	46,015	67	2,740	92,864	..	.....	176,510	7,890	99,500	.....	65,590	2,265
February	46,690	72	3,105	73,234	.....	.....	209,870	4,880	89,120	.....	87,130	5,725
March	26,705	72	8,940	77,992	.....	1,200	188,820	7,000	95,090	.....	52,920	1,095
April	62,785	65	3,485	69,124	3,828	6,000	147,255	4,500	75,720	.....	47,470	1,185
May	50,530	24	6,080	96,997	1,300	600	249,150	11,970	59,220	.....	62,410	495
June	30,835	57	4,245	111,784	897	....	214,210	13,530	80,780	.....	82,150	230
July	46,760	87	2,766	119,162	6,277	.....	254,720	14,690	79,940	.....	19,945	145
August	124,860	56	4,500	138,762	.....	.....	153,500	11,730	92,840	.....	86,670	980
September	111,020	64	1,990	146,219	250	.....	317,350	25,130	82,800	.....	39,850	1,850
October	134,825	135	3,810	165,908	2,470	.....	185,950	10,000	108,830	.....	52,770	450
November	104,230	156	4,115	127,122	1,250	.....	181,100	16,370	96,000	.....	63,530	3,410
December	121,865	104	4,820	96,143	2,862	.....	85,670	9,720	94,930	.....	43,870	1,870
.....
Total..	907,170	909	50,696	1,314,323	18,634	7,800	2,313,605	136,470	1,049,830	.....	553,855	19,650
Railroad!	905,650	909	50,285	1,275,164	18,634	7,800	2,313,605	136,470	1,049,830	.....	553,855	19,650
River	1,520	.....	411	17,983	.....	.....	.....	.....	.....	.....	.....	.....
Driven . . . . .	.....	.....	.....	21,679	.....	.....	.....	.....	.....	.....	.....	.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1908—Continued.

DATE—1908.	EGGS.		Flaxseed, Bus. bulk.	Fish, Pkgs.	Flour, Bbls.	Grease, Lbs.	Glucose, Bbls.	Highwines, Whiskey and Spirits, Bbls.	HAY.	
	Pkgs. Local.	Pkgs. Through.							Local, Tons.	Thro' Tons.
January	25,998	12,600	18,600	6,176	190,890	216,800	1,120	10,510	17,705	6,145
February	30,898	19,863	5,400	4,360	188,725	141,000	1,270	10,510	15,025	4,610
March	77,299	78,414	1,200	9,460	184,535	410,800	8,810	12,570	12,900	4,105
April	81,955	105,746	4,800	7,340	160,435	169,200	1,180	12,050	14,697	4,500
May	76,476	88,267	4,950	4,185	176,765	185,000	1,900	10,740	19,458	5,280
June	60,421	48,853	.....	2,925	164,380	67,000	1,220	10,860	13,534	3,625
July	51,712	44,113	600	2,750	146,505	91,300	230	10,880	10,000	2,210
August	39,637	30,548	32,100	1,395	189,955	53,000	60	11,530	14,640	4,755
September	33,148	19,009	22,750	735	202,960	.....	230	11,210	17,120	6,040
October	28,023	19,055	18,000	1,070	286,935	5,200	370	12,660	21,862	3,650
November	22,267	8,320	5,250	6,450	255,400	50,000	1,920	14,800	14,749	3,870
December	19,489	6,488	1,500	1,315	257,760	25,000	905	15,000	19,820	2,700
.....
Total	547,278	475,852	115,150	48,160	2,404,745	1,418,800	18,715	143,820	191,510	51,470
Railroad	310,446	475,852	115,150	47,500	2,383,345	1,368,200	18,715	143,820	191,295	51,470
River	33,771	.....	.....	660	11,400	45,600	.....	.....	215	.....
Express	203,056	.....	.....	.....	.....	.....	.....	.....	.....	.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1908--Continued.

DATE--1906.	LUMBER.		Malt, Sks.	MDSL AND SUNDRIES.		Molasses. Barrels.	Melons. Cars.	Nalls, Kega.	OATS.	
	Cars.	M, Ft.		Packages.	Cars.				Sacks.	Bushels.
January	11,407	.....	10,590	1,090,080	17,678	7,140	.....	31,470	.....	2,354,400
February	12,242	.....	11,670	1,035,990	14,901	7,090	.....	60,450	250	1,867,050
March	14,151	317	21,025	1,166,510	17,428	5,430	.....	50,990	400	2,397,600
April.....	13,315	41	21,220	1,156,990	18,832	5,050	.....	41,535	.....	2,417,650
May	15,261	113	15,990	1,222,730	24,242	6,935	.....	52,635	.....	2,454,300
June	12,015	266	20,140	1,310,170	21,543	6,215	28	37,540	4,515	1,973,600
July	12,524	691	16,670	1,312,790	26,290	3,290	438	36,350	907	1,956,900
August	13,539	796	12,535	1,446,990	24,131	2,100	1,403	74,990	.....	2,673,400
September.....	12,630	766	22,650	1,292,025	22,691	695	25	65,230	.....	2,321,600
October.....	11,309	544	10,535	1,563,290	24,792	3,090	3	77,690	12	3,476,900
November	9,042	306	5,325	1,424,810	26,691	3,790	.....	51,990	.....	2,665,900
December	9,256	339	8,645	1,355,730	26,021	4,730	.....	24,670	.....	1,523,900
Wagon, Express and Driven.	.....	.....	.....	.....	.....	.....	.....	.....	.....	309,900
Total.....	146,741	4,243	176,335	15,346,445	255,875	55,475	1,990	613,670	6,094	28,492,600
Railroad.....	146,741	.....	176,335	15,041,465	255,875	55,475	1,990	613,670	650	28,192,000
River .....	.....	4,243	.....	304,980	.....	.....	.....	.....	5,434	.....
Wagon....	.....	.....	.....	.....	.....	.....	.....	.....	.....	300,000

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1906--Continued.

Date--1906.	Peltries and Furs, Pkgs.	PORK PRODUCT.			POTATOES.		R.YE.		Rice, Pkgs.
		B'ld Pork, Bbls.	Hams, Lbs.	Meats, Lbs.	Sks. and Bbls.	Cars.	Sacks.	Bushels.	
January	3,801	.....	2,725,700	20,272,300	39,070	198	.....	106,000	16,840
February	101	75	1,330,100	22,983,500	33,745	153	.....	63,000	10,975
March	9,735	.....	1,653,700	24,991,900	39,465	200	.....	21,000	18,815
April.....	5,183	.....	895,800	22,709,000	38,274	187	.....	46,000	22,370
May	712	512	1,195,300	22,762,000	30,837	175	172	18,000	24,230
June.....	2,085	1,355	1,333,600	19,018,300	339,580	383	.....	15,000	15,410
July.....	1,091	831	1,777,700	14,199,000	66,205	141	492	18,000	18,400
August	98	1,250	1,439,600	18,556,300	13,235	118	312	23,000	11,870
September.....	74	50	1,331,100	13,403,100	11,700	196	200	17,000	10,110
October.....	480	.....	267,800	16,559,200	16,295	450	32	53,000	23,600
November	273	.....	437,800	14,755,900	15,250	404	196	54,000	23,880
December	339	.....	797,800	12,730,800	16,460	243	.....	96,000	24,000
.....
Total.....	23,932	4,073	15,236,100	223,000,800	740,103	2,853	1,404	540,000	220,560
Railroad.....	23,927	4,051	15,234,100	222,296,000	733,353	2,853	300	540,000	220,520
River	1,035	22	2,000	702,800	26,751	.....	1,044	.....	40
.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1906—Continued.

32

TRADE AND COMMERCE OF

Date—1906.	Bodn, Bbls.	Railroad Iron, Tons.	SALT.			Seeds, Sks. and Bbls.	Sheep, Head.	STAVES.	
			Sacks.	Barrels.	Cars in Bulk.			M.	Oars.
January	7,635	7,350	7,120	17,516	102	1,085	59,828	.....	700
February	6,835	11,130	10,505	13,730	70	145	39,535	.....	595
March	6,260	8,516	10,305	12,575	80	1,335	44,106	.....	670
April	2,840	5,535	13,040	15,300	95	1,060	31,650	.....	544
May	8,705	27,535	5,620	10,775	113	415	62,900	.....	700
June	15,320	5,320	7,975	20,100	155	150	81,957	40	600
July	11,190	15,405	12,300	17,510	165	622	77,020	72	830
August	10,655	11,400	11,505	25,605	162	1,021	70,405	.....	907
September	8,680	16,100	7,900	19,575	191	1,002	40,765	.....	901
October	6,425	5,120	5,900	20,205	128	600	49,133	67	704
November	7,185	4,000	6,805	24,110	109	1,315	42,067	8	700
December	6,820	4,600	11,500	23,450	130	205	43,406	.....	627
.....
Total	98,560	122,265	110,605	220,570	1,501	9,765	650,784	102	8,730
Railroad	98,560	122,265	110,605	220,570	1,501	7,790	637,219	.....	8,733
River .....	.....	.....	.....	.....	.....	1,975	15,144	182	.....
Driven .....	.....	.....	.....	.....	.....	.....	8,421	.....	.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1906—Continued.

DATE—1906.	SUGAR.		Shingles, M.	Tallow, Lbs.	Tar and Pitch, Bbls.	TOBACCO.			TURPENTINE	
	Barrel.	Bags.				Hhd.	Pkgs. Leaf.	Manufac'd Lbs.	Bbls.	T'ns
January	44,900	49,460	6,510	1,292,500	387	5,968	1,012	545,000	29	15
February	34,620	51,100	8,780	810,000	475	7,511	2,859	642,200	.....	14
March	49,495	77,740	7,680	824,600	183	8,811	1,352	1,296,500	70	6
April	41,500	73,220	6,220	1,172,200	740	8,421	2,700	1,494,200	15	19
May	52,045	100,025	10,265	1,464,600	810	2,789	1,172	1,516,500	10	23
June	52,150	141,020	12,710	1,219,000	1,125	2,131	1,265	1,569,500	103	41
July	41,125	95,470	13,000	987,300	608	2,280	972	1,192,600	42	29
August	37,180	66,790	8,280	711,600	120	2,204	1,117	1,692,370	15	39
September	39,710	49,010	5,900	491,180	692	1,483	1,804	1,512,750	.....	23
October	30,010	27,560	3,480	875,600	65	3,601	2,252	1,695,200	.....	29
November	36,980	21,420	3,500	1,018,500	345	3,044	1,677	1,566,500	.....	7
December	54,850	39,430	3,000	242,200	1,325	4,825	2,601	1,290,200	.....	14
.....
Total	514,645	722,245	99,415	11,079,280	6,713	54,218	19,895	15,857,890	275	264
Railroad	514,645	722,245	99,415	10,565,980	6,650	54,218	19,895	15,746,120	275	264
River .....	.....	.....	.....	513,300	63	.....	.....	109,700	.....	.....
.....

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1906—Concluded.

DATE—1906.	Tin, Boxes.	Tea, Chests.	WHEAT.		WINES AND LIQUORS.		Wool, Lbs.	Zinc and Spelter Slabs.
			Sacks.	Bushels.	Barrels.	Boxes and Cases.		
January	14,205	1,585	329	1,596,950	2,925	11,430	73,240	275,585
February	17,730	415	3,857	1,102,000	2,065	12,185	80,890	244,795
March	14,545	300	3,422	814,150	1,445	18,875	209,090	357,885
April	11,810	215	2,532	733,750	1,540	16,255	172,780	281,890
May	11,340	285	3,328	865,450	770	13,805	3,226,010	325,405
June	8,990	45	2,815	603,000	1,070	11,760	4,473,990	309,420
July	13,260	255	197,414	2,793,000	680	14,995	4,653,700	300,025
August	13,270	215	98,131	2,116,000	560	14,135	1,803,490	300,910
September	6,530	.....	20,728	1,596,000	1,610	14,620	295,440	320,120
October	4,755	265	17,988	1,851,000	1,210	15,590	316,190	429,210
November	2,970	275	17,566	1,499,000	1,035	21,005	147,850	330,910
December	7,790	30	3,759	904,000	1,885	30,645	322,670	367,920
Driven and Wagon .....	.....	.....	.....	235,000	.....	.....	.....	.....
Total	127,195	3,835	371,899	16,809,300	16,795	195,370	15,775,830	8,844,055
Railroad	127,195	3,835	67,080	16,524,300	16,765	195,270	15,545,140	8,844,055
River .....	.....	.....	304,789	.....	80	100	230,190	.....
Wagon .....	.....	.....	.....	235,000	.....	.....	.....	.....

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGON AND STOCK DRIVEN IN 1901

THE CITY OF ST. LOUIS.

249

By Railroad, River, Etc.	APPLES.		Bagging, Pieces.	Bananas, Cans.	BARLEY.		Butter, Pounds.	Beans, Sacks and Barrels.	Barbed Wire, Pounds.	Fresh Beef, Pounds.	Boots and Shoes, Cases.
	Bbls	Boxes.			Sacks	Bushels					
Chicago & Alton R. R., Mo. Div.	13,560	280				29,000	9,180			21,772,700	
Missouri Pacific R. R.	81,100	23,120				2,550	2,252,520	5,510		18,592,200	51,430
St. L. & S. F. R. R.	113,408	11,545					61,750				7,230
Wabash R. R. (West)	25,340	350				24,500	251,280	220		4,172,200	44,290
C. R. I. & P. R. R.	8,160	500				16,350	301,410	200			
Mo. Kan. & Tex. R. R.	29,470	1,960				8,800	307,660	850		25,105,000	5,530
St. Louis Southwestern R. R.								250			
St. L., I. M. & S. R. R.	550						12,310			8,655,500	
Illinois Central R. R.	4,010			1,134		293,200	1,697,190	1,150			
Louis., Bend. & St. L. R. R.	370	20					40				25,420
Louisville & Nashville R. R.	9,105	25		47			67,960				89,710
Mobile & Ohio R. R.	3,115	595		945			21,520	50			24,730
Southern Railway	15,590	650	70				190	250			7,130
Balt. & Ohio S.-W. R. R.	9,835						300				27,070
Chicago & Alton R. R.	8,720	275	2,276			620,100	21,890	28,990	2,089,000	2,046,500	6,290
C. C. C. & St. L. R. R.	44,990		389				4,840	750	3,138,000		470,450
Vandalia R. R.	5,270	20				2,900	5,590	2,850	2,496,000		27,210
Wabash R. R.	17,080	10	3,684			8,750	3,703,430	11,910	5,906,000		321,110
Tol., St. Louis	8,125							500	12,917,400		13,020
Chi., Peoria & S.						1,152,900					6,420
C. B. & Quincy	2,830					122,850			125,000	31,617,500	
C. B. & Quincy	29,355	3,020				550,800	2,087,560	2,470		37,890,200	9,730
Chicago & East	570							15,986	91,000		
St. Louis, Troy											
Litchfield & Madison R. R.											
Upper Mississippi River	108,921	341					12,550	16			
Lower Mississippi River	1,394	70					47,820	30			
Illinois River	42,989						700				
Missouri River	1,323						5,050				60
Ohio, Camb. & Tean. Rivers.								50			
Express							2,221,115				
Total	590,066	42,821	6,519	2,116		2,834,300	13,198,385	79,836	26,822,400	149,865,800	1,181,840

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, Etc.	BRAN AND SHIPSTORY.		Cordage and Rope, Cables	Cattle, Head	CASTOR BEANS.		CEMENT.		Cheese, Boxes.	Chaf. Tons.
	Sacks.	Cars in Blk.			Sacks.	Bu. Bulk.	Sacks.	Barrels.		
Chicago & Alton R. R., Mo. Div	20,400			45,206					450	
Missouri Pacific R. R.	425,590	171		152,274			96,190	5,520	820	14,440
St. L. & S. F. R. R.	97,580			238,911			9,490			
Wabash R. R. (West)	39,850			159,507			198,150	44,520		
C., R. I. & P. R. R.	48,190	372		24,171		600	26,300	3,760		1,110
Mo., Kan. & Tex. R. R.	42,170	1		332,285					30	470
St. Louis Southwestern R. R.				14,398		1,200		300		
St. L., I. M. & S. R. R.	500			87,623			10,100	1,290		68,050
(Illinois Division)	1,780	5						200		125,710
Illinois Central R. R.	8,480			20,511	1,070		47,620	11,240	30,220	999,750
Louis, Hend. & St. L. R. R.			180				100			
Louisville & Nashville R. R.			10	14,279			540	300		627,555
Mobile & Ohio R. R.	90,065			10,259					50	31,920
Southern Railway	1,950		960	3,836			103,255	3,270		482,225
Balt. & Ohio S.-W. R. R.			2,970	4,583			277,000	500		837,480
Chicago & Alton R. R.	55,440			19,686	3,150		4,080	11,150	14,150	10,270
C., C. & St. L. R. R.				4,927	14,414	6,000			60	72,760
Vandalia R. R.	720		8,685	5,157			16,200	2,870	300	540,590
Wabash R. R. (East)	480	3	84,385	5,303			296,530	27,200	1,000,050	375,135
Tol., St. Louis & West. R. R.	4,800		2,985	2,725			2,580	700		58,140
Chi., Peoria & St. Louis R. R.	17,175		50	11,912			2,410	1,180		310
C., B. & Quincy R. R. (East)	8,800	346		27,192			300	3,100		1,010
C., B. & Quincy R. R. (West)	41,660	8		81,288			1,192,350	9,910	5,700	290,865
Chicago & Eastern Ills. R. R.	41,520		10	28			21,270	10,460		889,400
St. Louis, Troy & East. R. R.										581,790
Litchfield & Madison R. R.										
Upper Mississippi River	1,065			4,792						
Lower Mississippi River				10,601						
Illinois River			411	2,245						
Missouri River	455			169						160,120
Ohio, Cumb. & Tenn. Rivers				176						
Driven				21,679						
Total	907,170	909	50,696	1,814,826	18,684	7,800	3,212,605	136,470	1,049,820	6,174,110

TRADE AND COMMERCE OF

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

[illegible]

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

By Railroad, River, Etc.	Dried Fruit, Packages.	EGGS.		Flax Seed Bushels, Bulk.	Fish Packages	Flour, Barrels.	Grease, Pounds.	Glucose, Barrels.	High Wines, Whisky and Spirits, Barrels.
		Packages, Local.	Packages, Through.						
.....	.....	15,797	368	63,260	.....	67,690	46,500	.....	200
.....	4,470	27,518	813,016	.....	.....	653,180	67,600	.....	190
.....	15,780	60,890	51,368	.....	.....	27,105	.....	.....	.....
.....	1,000	33,390	320	.....	.....	202,380	.....	.....	.....
.....	11,185	35,931	11,656	750	.....	316,686	.....	.....	10
.....	.....	67,557	69,934	26,350	.....	66,630	.....	.....	.....
R. R.	86	3,487	1,514	.....	.....	8,940	.....	.....	.....
.....	.....	5,305	18,325	.....	.....	8,800	.....	.....	.....
.....	16,410	1,300	.....	.....	.....	1,675	.....	.....	.....
R.	2,395	6,147	.....	.....	.....	21,545	.....	.....	.....
.....	5,110	5	.....	.....	390	.....	.....	.....	.....
.....	30	7,780	41	.....	.....	3,645	.....	.....	9,040
.....	1,375	4,381	7,070	.....	.....	1,400	.....	.....	28,435
.....	25,585	2,443	.....	.....	.....	22,450	479,100	.....	5,225
.....	.....	960	130	.....	.....	720	.....	.....	2,560
R.	350	1,560	.....	1,200	.....	29,125	.....	.....	24,280
.....	3,370	37	.....	.....	1,170	1,580	.....	.....	28,890
.....	3,450	21,848	3,121	.....	6,005	61,290	.....	.....	5,800
.....	.....	10	.....	.....	.....	28,500	847,800	.....	1,595
.....	.....	.....	.....	.....	.....	148,495	.....	170	15,770
.....	.....	400	.....	.....	.....	200,690	60,800	10,970	1,270
.....	125	13,510	40	22,220	.....	300,690	75,000	.....	24,695
.....	.....	1,276	.....	2,400	805	269,950	292,400	340	1,030
.....	.....	.....	.....	.....	.....	4,950	.....	.....	.....
.....
.....	916	7,071	.....	.....	440	8,515	45,600	.....	.....
.....	1,455	19,710	.....	.....	175	6,845	.....	.....	.....
.....	1,222	1,925	.....	.....	45	720	.....	.....	.....
.....	10	8,781	.....	.....	.....	320	.....	.....	.....
.....	10	1,334	.....	.....	.....	.....	.....	.....	.....
.....	.....	203,056	.....	.....	.....	.....	.....	.....	.....
Total	105,197	547,275	475,853	116,180	49,160	2,404,745	1,413,690	13,715	143,320

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, Etc.	HAY.		Horses and Mules, Head	Hides, Pounds.	Hogs, Head.	Hops, Bales.	Iron and Steel, Tons.	Jute, Bales.	Lard, Pounds.	Lead, Pigs.
	Local, Tons.	Through, Tons.								
By	360	20	9,509	2,100,630	134,092	1,370	.....	.....	5,924,000	191,575
"	7,450	3,320	15,837	2,446,450	240,577	.....	.....	.....	4,689,450	124,510
"	4,925	50	8,394	1,011,440	294,334	.....	85	.....	.....	.....
"	9,605	330	25,252	19,692,080	294,910	.....	530	.....	5,106,600	30,000
"	19,130	125	2,341	1,552,070	60,196	495	.....	.....	810,250	53,545
"	1,825	925	5,774	15,529,260	139,117	.....	580	.....	.....	.....
"	1,735	5,285	1,920	1,678,560	28,945	.....	540	150	.....	1,248,075
"	130	86	1,920	4,372,930	119,959	.....	140	.....	.....	.....
"	9,440	145	4,560	2,300,000	98,289	8,206	13,725	.....	3,901,090	.....
"	.....	.....	.....	1,463,210	.....	.....	10,495	.....	8,200	.....
"	495	.....	3,452	253,040	51,260	.....	6,435	.....	36,900	.....
"	70	10	715	2,371,700	28,643	.....	120	.....	531,960	1,480
"	245	25	610	4,080	14,980	.....	2,540	211	.....	.....
"	8,845	.....	701	66,920	12,596	.....	3,000	.....	.....	.....
"	7,840	180	4,510	236,250	114,903	.....	650	9,328	549,300	350
"	31,920	50	2,085	.....	20,159	1,485	9,930	189	.....	.....
"	10,750	20,750	2,990	106,710	9,743	250	185,840	.....	23,200	82,630
"	27,055	6,340	6,810	156,130	42,512	343	27,110	50	4,595,150	23,555
"	17,755	11,405	850	.....	14,707	81	128,420	.....	.....	5,100
"	3,765	205	1,116	96,500	47,397	107	53,070	.....	12,700	53,175
"	14,800	1,380	13,072	1,400,000	102,473	.....	.....	.....	1,057,400	254,325
"	20,410	690	48,063	1,040,590	351,917	325	.....	279	19,260,900	.....
"	2,930	55	1,169	.....	182	.....	575	.....	.....	.....
"	.....	.....	12	.....	.....	.....	620	.....	.....	.....
"	30	.....	6	.....	11	.....	.....	.....	.....	.....
"	215	.....	1,326	78,950	16,719	.....	.....	.....	135,100	.....
"	.....	.....	957	232,450	47,189	.....	.....	.....	8,000	.....
"	.....	.....	153	14,900	23,092	.....	.....	.....	.....	.....
"	10	.....	12	4,500	1,127	.....	.....	.....	1,500	.....
"	.....	.....	2	11,450	931	.....	.....	.....	.....	.....
"	.....	.....	7,016	.....	15,249	.....	.....	.....	.....	.....
Total	191,510	51,470	173,331	59,115,810	2,411,191	8,142	423,495	19,308	45,577,700	2,048,890

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

By Railroad, River, Etc.	LEATHER.		Lardons,	LUMBER.		Malt, Stocks.	Meat and Sundries.		Molasses, Barrels.	Molasses, Cans.
	Rolls	Sides.	Pigs.	Cans.	M Feet.		Packages.	Cans.		
.....	280	.....	2,170	109	.....	.....	885,670	8,234	.....	.....
.....	.....	.....	.....	2,877	.....	.....	1,119,500	28,553	240	.....
.....	1,580	1,480	25,590	16,516	.....	.....	619,950	12,989	.....	161
.....	.....	.....	280	458	2,780	.....	459,805	4,570	60	.....
.....	.....	.....	640	140	150	.....	198,020	6,744	.....	.....
.....	.....	.....	.....	1,844	.....	.....	93,440	5,235	50	.....
.....	.....	.....	.....	20,827	.....	.....	2,640	827	300	97
.....	.....	.....	12,020	22,106	.....	.....	489,040	20,260	5,010	43
.....	7,700	4,270	710	30,724	1,009	.....	477,195	8,910	3,140	1,323
.....	6,940	.....	28	12,674	82,715	.....	178,020	17,399	8,855	109
.....	500	.....	.....	1,229	.....	.....	292,870	2,451	.....	.....
.....	980	8,700	8,495	24,587	.....	.....	261,540	6,413	880	99
.....	4,790	1,000	.....	485	246	.....	886,920	6,457	35,996	86
.....	7,815	11,270	.....	74	.....	.....	1,093,040	12,882	180	.....
.....	2,270	124,980	.....	822	18,140	.....	1,237,890	8,434	.....	13
.....	8,160	15,840	4,845	124	409	.....	2,510,760	11,851	140	1
.....	6,270	305,025	2,275	256	1,490	.....	1,102,060	18,529	10	.....
.....	13,230	10,400	1,590	455	86,650	.....	1,416,855	12,588	130	.....
.....	250	.....	19,770	75	.....	.....	707,790	17,574	80	.....
.....	7,060	3,870	210	174	24,685	.....	143,920	11,911	8,405	.....
.....	.....	.....	340	301	.....	.....	186,620	12,829	1,760	.....
.....	9,520	5,460	10,385	692	3,285	.....	479,740	8,857	1,760	.....
.....	.....	.....	.....	94	.....	.....	720,490	4,190	1,350	44
.....	.....	.....	.....	.....	.....	.....	.....	7,096	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	133	.....	.....
.....	.....	.....	.....	.....	.....	.....	100,585	.....	.....	.....
.....	.....	.....	.....	51	.....	.....	101,260	.....	.....	.....
.....	.....	.....	.....	2,548	.....	.....	17,825	.....	.....	.....
.....	.....	.....	.....	.....	10	.....	6,140	.....	.....	.....
.....	.....	.....	.....	1,639	.....	.....	79,720	.....	.....	.....
.....
Total	87,495	487,295	100,390	145,741	4,248	176,868	10,344,445	255,875	55,475	1,999

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

By Railroad, River, Etc.	Nails, Keys.	OATS.		Sifted and Rolled Fea. Packings.	OILS.		ONIONS.		Oranges, Boxes and Bbls.
		Sacks.	Bushels.		Barrels.	Tanks.	Bks. & Bbls.	Cans.	
.....	.....	.....	25,200	.....	2,745	4	.....	1	1,470
.....	.....	250	1,084,900	2,380	.....	2,378	.....	2	2,310
.....	.....	.....	2,200	.....	80	2,069	1,210	.....	1,940
.....	30	.....	6,797,950	875	2,585	61	1,155	17	268,420
.....	.....	.....	81,100	.....	2,400	.....	2,780	2	6,780
.....	450	.....	6,400	.....	.....	12	122,860	4	6,120
.....	.....	.....	.....	.....	.....	102	100	.....	.....
.....	200	.....	1,600	.....	.....	162	.....	2	69,125
.....	.....	.....	1,350	.....	.....	167	.....	.....	.....
.....	7,010	.....	1,830,000	.....	2,190	294	12,800	41	6,150
.....	610	.....	.....	.....	.....	.....	955	.....	620
.....	97,560	.....	.....	.....	.....	2	1,425	.....	8,890
.....	.....	.....	.....	.....	.....	.....	1,065	4	52,080
.....	8,475	.....	.....	.....	1,675	161	.....	.....	10,840
.....	8,790	.....	136,000	.....	40	1	.....	1	.....
.....	27,145	.....	4,050,200	.....	2,650	102	200	12	500
.....	182,830	.....	71,500	.....	1,770	558	4,890	19	400
.....	86,120	.....	62,250	.....	12,105	1,679	.....	30	.....
.....	28,790	.....	780,100	.....	7,715	242	2,985	162	.....
.....	152,250	.....	29,350	3,670	4,415	1,026	155	161	.....
.....	870	.....	2,589,700	.....	9,155	549	12,280	10	220
.....	670	400	3,123,200	650	120	10	.....	1	250
.....	900	.....	6,485,200	14,280	955	244	.....	25	1,940
.....	.....	.....	11,800	.....	.....	80	11,835	59	25,025
.....	.....	.....	.....	.....	.....	2	.....	11	.....
.....
.....	.....	5,434	.....	175	.....	.....	1,515	.....	.....
.....	.....	.....	.....	.....	.....	.....	2,095	.....	.....
.....	.....	.....	.....	.....	.....	.....	70	.....	.....
.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....
Total	612,870	6,084	28,492,000	21,880	52,600	9,981	192,575	579	462,860

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

By Railroad, River, Etc.	ORE.		Pig Iron, Tons.	Packets and Purs. Packages.	PORK PRODUCT.			POTATOES.	
	Iron, tons.	Zinc, tons.			B'd Pork Bbls.	Hams, lbs.	Meats, lbs.	Bucks and Bbls.	Cars.
.....	1,430	4,070	4,060	53	50	762,600	10,710,100	1,875	18
.....	24,490	1,050	24,945	1	.....	.....	53,320,100	5,450	48
.....	2,185	.....	420	8,742	.....	258,600	58,182,000	28,085	36
.....	30	.....	90	10,519	.....	30,000	210,000	13,410	44
.....	17,400	1,630	5,825	.....	.....	202,100	2,048,200	2,975	175
.....	250	200	240	.....	.....	.....	28,000	64,715	73
.....	.....	.....	19,015	.....	.....	.....	28,000	5,815	42
.....	.....	.....	1,970	.....	.....	.....	28,000	853,740	331
.....	.....	.....	94,635	.....	.....	.....	2,154,800	640	2
.....	25	.....	67,910	.....	.....	6,000	28,800	92,755	179
.....	40	140	21,565	.....	.....	100	1,100	7,435	1
.....	50	.....	11,250	.....	.....	.....	.....	8,495	10
.....	.....	.....	3,140	648	.....	.....	.....	29,465	42
.....	.....	.....	16,905	.....	.....	28,000	9,630,200	6,825	39
.....	.....	40	13,970	10	.....	.....	.....	73,515	236
.....	1,130	.....	8,570	2,452	1,735	3,860,500	2,954,500	1,375	9
.....	595	.....	8,485	.....	.....	894,800	25,593,900	450	25
.....	405	155	2,775	.....	.....	30,800	24,000	1,000	931
.....	.....	.....	.....	.....	.....	.....	234,000	150	13
.....	.....	.....	.....	.....	.....	55,000	234,000	2,050	10
.....	.....	.....	.....	5,499	2,191	9,605,600	21,785,000	.....	357
.....	.....	.....	65	3	75	.....	25,204,500	19,260	228
.....	.....	.....	.....	.....	.....	.....	.....	7,860	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	223	.....	3,000	702,500	841	.....
.....	.....	.....	.....	749	.....	.....	.....	25,875	.....
.....	.....	.....	.....	8	23	.....	.....	265	.....
.....	.....	.....	.....	53	.....	.....	.....	170	.....
.....
Total	49,120	7,365	\$12,940	22,862	4,073	15,285,100	323,400,800	750,105	2,958

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903--Continued.

By Railroad, River, Etc.	RYE.		Rice, Packages.	Ricin, Barrels.	Railroad Iron, Tons.	SALT.			Seeds, Stocks and Bids.	Sheep, Head.
	Sacks.	Bushels.				Sacks.	Barrels.	Cars in Bkt.		
	360	21,000	2,020	520	30	1,760		214	1,000	54,515
		23,000	1,320							77,266
		77,000	5,250				200	11	55	78,357
		4,000	2,250						1,255	146,401
			36,875	4,700			125			13,665
			420	200						45,089
		1,000	18,360	2,380	90			9	200	2,491
			20,310	4,690				1		14,224
		1,000	60,505			60,805	10,355	201		18,593
			10					1	200	
		1,000	10	34,645				1		26,820
			32,090	60,920	1,040	6,015	500	212		8,564
				455	1,070					5,855
		1,000	18,800			550	5,050	21	2,445	5,989
		2,000	330			3,855	4,525	28	245	22,646
		3,000	6,800		660	5,575	3,490	5	165	1,268
			180		12,630	5,195	26,890	168	25	5,217
					51,230	485	85,020	2	380	2,104
		3,000			53,035	30,590	72,580	474		2,200
		19,000					980	5		3,842
		181,000	1,800	150			50	48	770	14,727
		244,000	1,170		50		1,200	2	940	78,655
		1,000			2,370	785	9,765	4		
	673								1,697	2,737
	248		40						81	2,018
	124								177	3,262
									20	92
										45
										8,421
Total	1,404	540,000	220,560	98,530	122,355	110,695	230,570	1,501	9,765	650,784

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1906—Concluded.

By RAILROAD, RIVER, ETC.	TURPENTINE.		Tin, Boxes.	TEA, Chests.	WHEAT.		WINES AND LIQUORS.		Wool, Pounds.	Zinc and Spelter, Slabs.
	Barrels.	Tanks.			Sacks.	Busbels.	Barrels.	Bxs.&Cases.		
Chicago & Alton R. R., Mo. Div.						182,450	430		24,000	
Missouri Pacific R. R.		2			31,232	2,662,650	8,570	2,860	1,341,200	2,630,270
St. Louis & San Francisco R. R.					806	361,750		1,420	886,000	838,630
Wabash R. R. (West)				30		2,398,800	150		4,153,150	
C., R. I. & P. R. R.					216	953,000	490		285,090	8,260
Mo., Kan. & Tex. R. R.					31,577	1,292,700	125	295	513,940	363,295
St. Louis Southwestern R. R.		1			315	2,000				
St. L., I. M. & S. R. R.					2,366	71,550	300		178,700	
(Illinois Division)						364,800			20,000	
Illinois Central R. R.		1			80	272,600	80	260	2,781,580	
Louis., Hend. & St. L. R. R.				110		43,700	240	93,685		
Louisville & Nashville R. R.	140	120				26,550	30	12,295	30	
Mobile & Ohio R. R.	133	123				39,600	250		114,560	
Southern Railway		17	720			37,650	195	27,395	1,290	
Balt. & Ohio S.-W. R. R.			7,000	805		450,750	60	24,965	52,890	
Chicago & Alton R. R.			160	600		207,850	295	20	270,830	
C., C. & St. L. R. R.			8,075	140		106,700	1,655		35,690	
Vandalia R. R.	2		38,210			188,850	470	20,660	500	
Wabash R. R. (East)			650	360		144,250	2,645	675	212,010	
Tol., St. Louis & West. R. R.			72,380		488	676,550	120	40	10,640	
Chl., Peoria & St. Louis R. R.						1,202,850	100		80,060	3,600
C., B. & Quincy R. R. (East)				1,790		4,800,800	550	100	6,800	
C., B. & Quincy R. R. (West)						19,200	10	600	4,476,180	
Chicago & Eastern Ill. R. R.						10,900				
St. Louis, Troy & East. R. R.						5,800				
Litchfield & Madison R. R.										
Upper Mississippi River					106,409				84,820	
Lower Mississippi River					158,523			70	109,970	
Illinois River					25,786			30	5,160	
Missouri River					14,071				27,240	
Ohio, Cumb. & Tenn. Rivers.						285,000			3,000	
Wagon										
Total	275	264	127,195	3,335	371,869	16,809,300	16,795	195,370	15,775,330	3,844,055

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1906.

DATE—1906.	APPLES.		Ale and Beer Pkgs.	Bagging, Rolls.	Bananas, Cans.	BARLEY.		Butter, Lbs.	Beans, Pkgs.	Beef, Bbls. & Tcs.	Barbed Wire, Lbs.	Canned Beef, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
	Bbls.	Boxes				Sks.	Bush.							
January	11,180	2,870	882,400	7,850	67	504	74,080	657,120	24,420	215	1,535,700	56,530	34,277,200	141,798
February ...	11,585	4,840	824,490	5,790	67	260	26,815	671,100	20,040	175	2,436,400	241,730	26,676,700	118,920
March	10,975	5,420	898,910	7,660	82	192	17,480	824,510	21,930	355	2,976,100	83,600	24,663,400	146,779
April	5,970	9,140	494,880	6,650	74	.....	28,560	536,570	21,785	640	1,756,400	97,850	26,212,700	124,850
May	8,800	7,270	546,565	11,920	95	.....	2,015	760,940	22,620	935	1,243,850	269,170	26,268,200	132,126
June	1,125	1,085	529,320	13,865	111	444	18,755	1,060,110	14,345	535	759,900	165,450	32,885,300	121,369
July	3,090	2,450	676,990	38,020	151	.....	.....	605,810	12,220	200	513,600	39,850	34,967,300	102,771
August	9,190	1,250	774,475	99,735	172	.....	6,765	595,905	12,510	170	547,700	90,330	30,448,600	114,568
September..	17,250	1,980	748,355	62,139	82	1,056	20,830	631,915	12,000	530	507,400	124,850	39,266,900	127,985
October	104,495	3,200	510,770	44,280	104	132	20,755	1,521,615	20,575	240	438,400	57,680	36,647,400	107,278
November..	87,685	5,050	386,715	30,930	94	.....	4,750	937,610	20,080	115	532,900	50,880	30,849,600	90,525
December ..	32,320	1,890	353,415	26,610	45	.....	6,230	983,130	17,010	.....	597,600	80,320	19,911,700	89,658
Total....	298,185	45,875	6,182,285	855,420	1,144	2,588	226,495	9,785,885	219,515	4,110	13,845,950	1,856,790	363,120,020	1,418,147
By Railroad	298,990	45,875	6,076,400	351,789	1,144	2,588	226,495	9,777,405	213,295	3,865	13,146,100	1,856,790	363,014,120	1,390,477
" River ...	4,225	.....	55,885	3,640	.....	.....	.....	8,480	6,220	245	699,850	.....	105,900	27,670

TRADE AND COMMERCE OF

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1906--Continued.

DATE--1906.	BRAN.		Cattle.	Castor Beans.	Cheese.	Coal.	COFFEE.		COBN.	Corn- meal.	Cotton.
	—	(—			

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1906—Continued.

DATE—1906.	Cotton- seed Meal, Tons.	Candles Boxes.	Dried Fruit, Pkgs.	Eggs, Pkgs.	Flaxseed, Bus. bulk.	Flour, Bbbls.	Fertil- izer, Tons.	Grease, Lbs.	Hay, Tons.	Horses and Mules, Head.	Hides, Lbs.
January	3,830	16,750	30,825	22,575	.....	228,950	4,230	1,815,400	8,415	26,342	12,308,100
February	2,265	16,175	38,085	18,740	50	210,445	4,375	1,374,600	8,570	18,817	7,132,900
March	1,205	19,320	36,160	46,615	.....	202,230	6,430	1,594,100	7,700	14,370	8,250,600
April.....	1,880	19,570	29,150	90,065	.....	145,830	5,460	595,000	7,720	10,123	9,345,700
May.....	1,830	18,720	29,690	130,967	.....	186,620	3,488	726,300	9,759	7,537	8,090,100
June	1,080	16,235	17,735	46,983	.....	180,020	1,185	812,400	9,099	7,627	7,032,000
July.....	390	13,675	9,240	31,515	3,320	172,545	760	1,464,300	6,265	10,249	7,690,000
August	250	15,000	8,875	28,541	.....	225,040	4,095	1,155,700	11,365	15,377	7,065,700
September.....	135	13,360	14,400	19,433	3,750	233,055	6,432	455,200	7,435	13,043	7,376,600
October.....	835	15,845	20,830	33,959	1,065	304,160	3,150	1,553,250	7,768	16,099	7,361,650
November.....	1,975	15,295	20,735	20,651	.....	294,950	4,215	1,354,030	10,095	9,244	8,290,350
December	2,370	15,885	34,330	19,617	.....	296,100	2,930	831,400	7,175	10,155	7,838,600
Total.....	18,025	195,830	285,115	509,611	8,655	2,677,945	46,750	13,231,630	101,336	159,488	97,782,300
By Railroad.....	18,025	193,610	260,300	509,471	8,655	2,660,185	46,660	13,221,230	100,143	156,072	97,782,300
River .....	.....	2,220	24,815	140	.....	17,760	90	10,400	1,193	3,416	.....

TRADE AND COMMERCE OF

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1906—Continued.

DATE—1906.	Horniny and Grits, Bbls.	Hogs, Head.	Lard, Lbs.	Lead, Pigs.	Lemons Boxes.	Lumber, Cars.	Malt, Sacks.	MDSM. & SUNDRIES.		Melons Carr.	MOLASSES.		
								Packages.	Cars.		Bbls.	Cases.	Kegs
January	9,730	64,494	12,243,300	133,110	8,140	6,635	9,460	3,903,360	22,835	.....	9,470	21,390	4,390
February	10,070	68,416	7,646,590	140,500	11,470	6,757	10,100	3,702,720	19,808	.....	10,815	29,000	7,240
March	13,480	73,679	7,010,480	142,620	20,590	8,639	9,550	4,431,350	23,028	.....	11,545	33,910	5,820
April.....	10,910	59,235	8,153,130	129,990	16,180	8,707	20,930	5,446,270	22,833	.....	8,730	46,950	5,540
May	4,250	60,781	12,235,650	146,060	14,125	9,774	12,990	5,773,125	24,720	.....	9,565	41,120	7,470
June	8,845	51,429	12,913,360	107,935	8,525	8,752	14,100	3,332,335	20,009	8	11,447	33,810	3,890
July.....	5,420	52,064	7,830,100	94,280	6,280	8,499	12,340	2,895,950	19,463	188	7,310	29,860	970
August	6,565	54,603	4,671,240	100,885	9,370	9,054	11,340	3,623,025	20,890	988	2,770	21,530	500
September.....	9,660	33,219	5,343,450	95,200	5,760	8,697	8,450	6,146,725	20,092	22	3,150	16,280	450
October.....	10,085	29,674	4,862,450	105,760	3,440	8,924	5,250	3,370,230	24,800	1	5,055	32,160	3,485
November	8,510	29,011	2,960,510	98,650	4,260	6,952	2,600	2,944,660	19,776	.....	3,165	29,690	4,730
December	8,690	50,908	5,407,100	126,760	7,760	6,051	2,470	2,894,940	20,160	.....	6,025	32,870	2,970
Total.....	106,215	627,513	91,332,360	1,426,750	115,890	97,441	119,530	43,469,690	253,464	1,207	88,597	368,570	47,455
By Railroad.	105,780	626,158	90,415,620	1,423,285	115,890	97,441	115,935	47,477,570	253,464	1,207	87,910	368,570	46,850
“ River.....	435	1,355	916,740	3,465	.....	.....	3,645	992,120	.....	.....	637	.....	605

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1906--Continued.

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1906—Continued.

Date—1906.	POTATOES.		B.YE.		Rice, Pkgs.	SALT.			Sheep, Head.	SUGAR.		
	Pkgs.	Bushels.	Sacks	Bushels.		Sacks.	Barrels.	Cars, Bulk.		Hhds.	Bbls.	Bags.
January	47,110	44,500	.....	79,960	23,870	7,390	11,350	36	4,613	.....	81,100	33,190
February	41,935	30,140	.....	107,865	17,845	11,070	7,580	11	4,599	.....	31,555	34,960
March	42,950	32,840	.....	42,520	24,500	8,430	8,430	14	3,215	.....	35,025	47,150
April.....	26,290	17,590	.....	60,230	19,980	3,830	5,745	24	384	.....	29,775	47,685
May	44,000	24,405	.....	19,330	25,080	3,510	6,330	47	9,659	.....	35,155	64,435
June	247,455	67,585	180	21,900	19,295	3,670	10,240	.....	13,241	5	37,620	80,575
July.....	83,550	33,690	.....	5,690	15,440	4,250	7,675	86	26,633	.....	23,805	66,410
August.....	31,455	79,925	.....	23,685	13,635	3,630	6,965	142	19,017	.....	18,240	59,350
September.....	20,012	51,430	.....	10,325	12,285	1,975	4,465	171	9,944	.....	22,710	37,625
October	11,235	73,820	300	33,455	18,505	3,845	7,315	183	10,148	.....	21,665	30,415
November	11,235	61,030	.....	46,140	16,570	2,555	4,110	159	4,646	.....	21,035	23,220
December	9,955	82,460	.....	83,245	17,035	2,210	3,425	203	4,774	.....	23,955	17,400
Total.....	617,332	599,415	480	533,455	224,090	56,415	83,680	1,134	110,873	5	336,700	542,465
By Railroad.....	602,255	599,415	480	533,455	221,450	56,195	77,980	1,124	109,831	5	322,020	521,105
“ River.....	15,077	.....	.....	.....	2,640	220	5,700	.....	1,042	.....	14,680	21,360

THE CITY OF ST. LOUIS.

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906.

BY RAILROAD.	APPLES.		Ale and Beer, packages.	Bagging, rolls.	Beans, Car.	BARLEY.		Butter, lbs.	Beans, pcks.	Beef, barrels and carcasses.	Barbed Wire, lbs.	Canned Beef, lbs.
	barrels.	boxes.				Sacks.	Bush.					
.....	250	280	22,180	2,570	25	.....	.....	128,710	650	.....	885,800	2,000
.....	9,775	10,740	748,380	.....	221	.....	.....	32,100	6,570	.....	8,522,700	1,500
.....	1,610	250	814,175	.....	.....	444	.....	21,200	28,840	.....	12,200	.....
.....	720	300	412,985	.....	.....	.....	.....	2,850	12,680	.....	800,240	.....
.....	2,040	1,260	339,680	97,360	.....	.....	25,885	70	74,890	.....	1,916,900	.....
.....	1,185	1,705	191,500	6,180	94	.....	.....	9,280	7,795	.....	1,590,400	8,280
.....	8,475	1,020	84,270	13,160	.....	.....	.....	889,550	7,240	.....	1,711,100	.....
.....	21,295	8,350	1,040,720	151,280	.....	.....	26,980	1,428,415	9,790	1,300	661,100	469,410
.....	2,360	12,210	22,300	5,250	10	1,188	29,775	82,500	2,850	.....	671,800	191,080
.....	35,510	.....	699,410	17,125	.....	.....	.....	76,190	27,280	845	894,380	191,080
.....	1,150	.....	65,540	.....	.....	.....	.....	.....	.....	.....	5,100	200
.....	6,175	.....	77,685	.....	.....	.....	9,755	.....	.....	.....	12,400	.....
.....	21,040	.....	226,085	49,530	.....	956	67,775	71,250	2,040	40	2,500	98,100
.....	2,590	800	145,300	.....	.....	.....	62,885	874,985	4,085	570	26,800	251,970
.....	6,090	.....	92,150	.....	.....	.....	.....	16,590	380	.....	.....	102,280
.....	6,740	.....	407,690	590	13	.....	.....	123,250	360	500	156,600	.....
.....	32,490	8,510	218,385	1,200	.....	.....	800	266,820	1,520	100	26,000	.....
.....	26,830	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	25,190	8,020	177,975	670	2	.....	700	.....	9,870	285	846,100	105,920
.....	23,250	1,140	135,210	8,240	35	.....	.....	5,154,605	15,955	.....	175,080	12,470
.....	21,680	110	163,930	.....	.....	.....	940	1,859,890	.....	75	.....	.....
.....	20	.....	21,240	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10,505	200	117,040	124	661	.....	.....	.....	.....	.....	225,000	.....
.....	470	.....	341,280	570	84	.....	.....	.....	.....	.....	4,000	12,680
.....	298,960	45,875	6,076,400	351,789	1,144	2,588	226,495	9,777,495	218,295	2,865	12,146,100	1,256,790
.....
.....	410	.....	10,135	375	.....	.....	.....	5,890	1,580	180	147,400	.....
.....	2,600	.....	41,130	1,665	.....	.....	.....	2,290	2,680	30	325,500	.....
.....	20	.....	800	.....	.....	.....	.....	200	865	.....	67,700	.....
.....	45	.....	2,280	115	.....	.....	.....	.....	165	20	51,950	.....
.....	1,150	.....	1,040	1,485	.....	.....	.....	50	180	10	37,300	.....
.....	298,185	45,875	6,122,285	355,429	1,144	2,588	226,495	9,785,685	219,515	4,110	12,945,950	1,256,790
Total by Rail and River.....	298,185	45,875	6,122,285	355,429	1,144	2,588	226,495	9,785,685	219,515	4,110	12,945,950	1,256,790

Chicago, Burl. & Quincy (west).....

Total by Rail

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

BY RAILROAD.	Fresh Meat, Pounds.	Boots and Shoes, Cases.	RRAN.		Cattle, head.	Castor Beans, barrels.	Cheese, boxes.	Coal, tons.	COFFEE.		CORN.	
			Sacks.	Carr. bulk.					Sacks.	Pkgs.	Sacks.	Bushels.
O., B. & Q. R. R. (West).	278,400	19,440	400	18	2,190	250	18,555	13,555	610	2,300	.....	.....
.....	279,400	93,170	32,140	18	1,228	18,940	257,035	257,035	64,000	91,320	.....	97,585
.....	27,000	79,130	21,180	.....	3,288	29,350	74,325	74,325	23,465	28,855	2,010	13,945
.....	1,400	33,730	1,250	15	423	9,580	98,135	98,135	11,050	11,740	.....	3,300
.....	417,140	417,140	5,630	10	2,829	5,960	75,165	75,165	1,740	92,805	6,850	525,540
.....	1,900	123,970	1,170	.....	1,872	26,510	69,695	69,695	10,870	17,570	750	.....
.....	90,000	43,700	.....	54	263	51,290	3,145	3,145	4,600	4,250	1,740	16,970
.....	10,692,100	123,730	18,520	242	1,276	79,130	278,590	278,590	26,380	26,995	11,320	405,680
.....	43,211,400	158,050	131,630	160	11,015	11,495	5,215	5,215	1,200	.....	5,740	109,055
.....	1,485,880	29,760	4,000	.....	.....	5,570	20	20	34,000	31,770	36,065	9,272,125
.....	1,542,600	76,600	96,090	.....	9,146	6,610	.....	.....	9,105	10,430	2,580	1,448,885
.....	1,268,600	4,530	58,070	178	782	3,220	.....	.....	11,760	12,880	40,790	2,255,395
.....	9,535,900	21,285	116,705	58	1,294	2,350	.....	.....	1,710	570	488,965	5,326,365
.....	5,844,400	6,520	20,400	.....	52,072	2,180	.....	.....	9,470	6,405	300	4,932,350
.....	17,120,560	11,930	336,500	4	36,272	2,385	.....	27,025	6,090	8,595	1,370	1,176,515
.....	11,911,000	26,138	221,700	66	53,661	.....	.....	7,570	1,880	1,350	290	5,110
.....	1,037,502	280	3,110	.....	2,917	.....	.....	2,515	5,030	490	2,840	706,370
.....	21,926,000	15,260	49,175	282	86,841	3,360	.....	2,595	7,390	4,810	10	1,800
.....	29,724,880	19,595	96,150	181	67,789	13,750	.....	171,695	20,680	28,870	.....	68,530
.....	201,424,400	8,550	75,125	53	35,914	.....	.....	10,255	.....	.....	.....	198,545
.....	.....	5,420	.....	.....	12,195	70	.....	20,455	8,120	180	.....	263,095
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45,425
.....	5,340,080	16,577	2,000	1	9,820	180	.....	90,100	18,105	650	.....	4,770
.....	1,060,800	46,582	280	14	875	.....	.....	174,985	6,010	2,080	470	500
Total by Rail.....	363,014,120	1,890,477	1,290,175	1,351	889,902	20	271,270	1,879,900	272,055	379,325	553,100	30,875,325
BY RIVER.	31,100	4,460	120	.....	1,788	2,390	.....	.....	3,310	.....	170	.....
.....	71,700	16,355	420	.....	762	7,170	.....	.....	13,405	.....	5,895	.....
.....	.....	305	20	.....	.....	965	.....	15	.....	.....	.....	.....
.....	3,100	1,190	240	.....	412	80	.....	10	630	.....	.....	.....
.....	.....	5,860	1,865	.....	3	645	.....	.....	950	.....	6,945	.....
Obbo, Camb. & Tenn. Riv.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail & River.	363,126,920	1,419,147	1,302,940	1,351	892,672	20	282,420	1,879,926	281,750	379,325	553,110	30,876,325

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

BY RAILROAD.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed, Bu. blk.	Flour, bbls.	Fertiliser, tons.	Grease, lbs.
	50	1,940	55	56,955	12,570	10		1,090	220	
		140		71,740	79,380	14,314		23,795	935	
				1,200	21,080	2,240		21,670		
	740			7,065	4,080			13,460	40	
	680			3,790	120		50	19,990	4,855	
	450			20	1,780			15,160		
	56,590			13,860	12,850	4,905		23,800	545	
	200							282,120	6,235	5,000
	37,470	92	595	19,970	21,530	12,632		29,750	17,970	263,900
		849		10	5,590	677		411,470	1,975	
	270	68			7,170	124		325,950	2,315	
	67,440	350		50	300	2,521		83,325	8,320	235,900
	6,890	77,966		20	40,820	5,383		441,385	2,145	9,954,730
	10	26,570	1,105	90	24,090	13,800		165,595	1,105	928,600
		71,874	5,410			14,885		122,000	300	42,000
	400	80,426	685	4,810	4,100	11,152	3,820	181,350	850	1,212,100
		28,854				35,158		190,045		
	80	7,455	65	700	8,230	5,245		42,410		119,000
	190	76,181	7,110	8,770	14,825	821,365	4,985	76,125	20	
	2,510	101,639	650			64,101		132,540	2,450	446,000
		47,941	1,800		335			126,495	60	
								18,630		
	300	12,985	495			939		10,200	55	
	210	7,547	55	5,560				1,910	820	
C., B. & Quincy R. R. (West)										
Total by Rail	174,360	551,875	18,025	193,610	260,306	509,471	8,655	2,660,185	46,560	13,221,280
BY RIVER										
	90	27		100	5,675	70		1,380	5	3,700
	3,095	5		2,090	19,055	40		8,125	30	5,800
				25	65			255	50	900
	220	102		5		30		375	5	
Ohio, Tenn. & Cumberland	5,150				20			7,615		
Total by Rail and River...	182,915	551,507	18,025	195,700	285,115	509,611	8,655	2,677,945	46,760	13,231,680

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

BY RAILROAD.	Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hornby and Grigs, bbls.	Hogs, head.	Lard, lbs.	Lard, pigs.	Lard, boxes.	Lumber, Cans.	Lumber, M feet.
...	10	286	1,192,300	1,040	371	700	...	20	540	...
...	5,360	903	...	...	402	158,690	5,010	19,525	2,982	...
...	1,265	1,090	174,400	...	18	56,950	5,300	24,800	4,417	...
...	1,110	260	38,600	...	102	476,040	...	390	539	...
...	3,535	2,179	700	29,725	78	131,500	380	2,740	375	...
...	185	723	173,000	1,110	40	92,060	...	2,975	1,059	...
...	135	462	173,400	280	6	51,600	1,200	30	108	...
...	8,695	4,007	1,127,300	13,846	...	3,926,760	12,660	2,380	418	...
...	1,440	18,732	10,000	51,890	...	82,500	1,200	50	122	...
...	22,345	...	2,167,000	...	...	12,944,610	3,380	22,510	5,198	...
...	365	...	5,215,600	...	...	2,894,780	3,580	60	38	...
...	7,720	67,752	1,279,860	...	2,617	1,603,300	...	640	289	...
...	28,020	19,122	477,600	5,670	1,182	8,344,600	...	1,580	86	...
...	5,750	2,303	21,616,530	20	944	12,689,090	7,080	415	1,127	...
...	230	5,736	17,655,800	...	150,502	15,500,700	88,170	2,370	4,054	...
...	1,605	2,319	2,054,800	...	5,061	3,731,600	148,680	30	9,326	...
...	688	3,707	14,599,850	...	125,249	460,840	525,045	5,880	10,650	...
...	1,010	371	326,000	...	160	...	...	...	5,289	...
...	365	17,399	781,280	410	291,754	289,510	106,780	9,270	8,817	...
...	8,325	4,668	20,190,080	60	18,006	5,696,090	371,210	5,065	16,077	...
...	180	975	6,323,100	1,000	22,884	19,944,500	128,750	14,710	5,125	...
...	5,280	448	1,309,500	...	287	59,800	16,480	30	6,977	...
...	...	...	160,000	...	4,892	...	1,760	1,190	7,325	...
C. B. & Quincy R.R. (West)	215	648	28,600	1,640	798	289,500	4,190	310	5,181	...
Total by Rail ...	100,148	156,072	97,782,300	105,780	626,158	90,415,620	1,428,285	115,890	97,441	...
RV RIVER	89	768	...	85	1,180	125,300	915	...	...	1,084
...	787	2,008	...	293	...	626,800	2,080	...	...	250
...	26	55	...	60	...	17,000	50	...	...	187
...	110	312	...	...	225	13,600	260	...	...	362
...	282	278	...	...	...	134,040	160	...	...	8
Total by Rail and River...	101,336	159,498	97,792,300	106,215	627,518	91,582,800	1,426,750	116,890	97,441	1,841

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

BY RAILROAD.	Malt, Sacks.	MIDSE & BUNDS		Mal- one, Carr.	MOLASSES.			Nails, Keys.	OATS.		Oil, Cats, Tons.	Onions, Pigs.
		Packages.	Cars.		Bbls.	Cases.	Keys.		Sacks.	Bushels.		
.....	125	451,360	3,876	193	270	67,785	6,560	14,280	.....	283,220	.....	610
.....	28,710	5,181,085	19,938	194	7,885	30,420	18,485	95,760	.....	74,380	.....	28,490
.....	2,350	4,924,470	19,391	.....	15,030	2,560	4,710	20,405	409	.....	.....	18,545
L.R.	1,540	981,100	12,294	.....	1,900	2,880	4,310	18,680	.....	6,970	.....	40
.....	13,540	5,482,700	23,040	.....	1,630	28,930	4,310	78,790	4,970	1,948,805	.....	45,725
.....	9,530	965,710	9,385	1	1,230	20,850	280	89,700	2,450	28,540	10	6,280
.....	3,500	550,890	9,604	.....	1,250	150	.....	16,080	9,154	107,925	.....	8,430
.....	1,940	3,685,610	20,764	11	4,975	15,070	5,440	15,010	38,170	1,011,095	210	57,510
.....	17,400	.....	11,650	.....	3,630	.....	2,250	13,080	67,120	896,450	410	1,450
.....	1,200	9,691,400	15,460	109	13,025	38,530	2,365	73,990	41,265	665,745	.....	32,860
.....	1,420	193,285	2,967	.....	50	2,240	.....	19	1,400	536,015	.....	10
.....	6,260	547,085	3,981	.....	340	78,265	320	2,110	34,825	2,087,800	.....	1,850
.....	22,330	1,507,360	9,679	2	20	40	40	1,170	180,735	5,621,165	.....	14,590
.....	400	2,920,530	5,989	1	9,610	34,730	1,690	3,110	.....	2,957,470	.....	1,160
.....	400	936,150	6,553	19	30	21,910	10	590	.....	121,675	18	22,130
.....	2,030	1,180,600	9,717	51	3,105	10	.....	8,800	.....	15,950	50	2,270
.....	250	895,570	5,714	5	2,105	7,930	300	1,040	960	267,200	320	15,060
.....	.....	279,725	4,103	2	2,650	6,420	1,760	18,930	.....	19,285	.....	2,790
.....	240	1,285,750	7,327	42	9,630	2,130	180	13,450	.....	197,315	1,975	112,350
.....	.....	2,709,890	9,997	360	450	5,270	.....	450	.....	68,340	.....	72,085
R.	500	469,275	3,980	6	2,770	500	.....	2,425	.....	43,995	.....	550
R.	390	106,630	9,569	.....	.....	.....	.....	.....	.....	.....	.....	1,450
.....	.....	15,675	822	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	454,230	9,718	59	7,680	600	.....	1,100	.....	4,280	25	550
.....	2,310	59,060	2,946	155	1,200	10,280	50	10,020	.....	.....	.....	350
Chicago, Burl. & Quincy (West)	115,935	47,477,570	259,484	1,207	87,910	368,570	46,850	424,050	380,979	21,267,600	2,415	442,545
Total by Rail .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	210,555	.....	.....	135	.....	80	7,790	225	.....	.....	1,505
.....	3,645	449,410	.....	.....	517	.....	475	9,105	16,275	870	.....	2,135
.....	.....	23,950	.....	.....	20	.....	40	930	220	.....	.....	240
.....	.....	76,160	.....	.....	10	.....	10	1,380	650	.....	.....	450
Ohio, Cumberland and Tennessee .....	.....	182,045	.....	.....	5	.....	.....	430	1,905	.....	.....	10
Total by Rail and River	119,580	48,469,590	259,464	1,207	88,597	368,570	47,455	463,665	400,264	21,267,970	2,415	447,085

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

BY RAILROAD.	Oranges, boxes & Bbla.	ORE—Tons.		Pig Iron, tons.	PORK PRODUCT.			POTATOES.			RYE.	
		Iron.	Zinc.		B'd Pork bbla.	Hams, pounds.	Meats pounds.	Pkgs.	Tons.	Sacks.	Sacks.	Bush.
	10			1,110			56,000	290	1,000			
	20,435	31,900	2,015	9,560	540	235,250	527,440	85,915	4,910			
	17,230			2,140		2,547,000	446,100	28,885	4,400	180		
R.	680			2,310		841,200	7,200	30	400			
	510	60		870			74,700	43,090	57,025			
	5,725			5,940		3,980	837,900	5,305	1,450			
	60	15		35		147,800	6,275,800	8,790	53,010			
	6,920	11,770		225	1,472	5,084,900	5,998,000	54,420	76,320			17,265
	11,525	268	3,086	1,705	1,616	42,100	1,100,500	500	26,300			1,000
	890			30		6,700	55,882,900	150,695	163,570			104,485
	2,400			30		181,830	15,117,500	800	2,385			18,015
	8,190					156,700	108,454,200	12,985	48,120			1,290
	6,730			600	398	1,115,500	2,759,800	2,750	5,120			334,555
	14,760	6,825			100	1,487,200	11,239,100	40,110				4,460
	13,780			22,425		26,600	1,291,420	3,600	530			12,760
	16,940		60	4,975		819,100	11,312,000	84,355	80,890			24,545
		390	80	405			15,000	1,550	400			
	26,920	865		1,130		826,000	3,702,900	65,225	10,810			
	14,945	110	40	26,975		5,402,500	12,965,200	73,010	6,840			
R.	212,905	90	45	110	282	15,739,200	7,473,600	5,925	5,970			1,140
R.	240			4,525				2,080	820			
	16,405	75	9,390	63,540			2,052,500	2,750	9,800	300		
		25	25	3,175		379,600	277,400	6,945	2,180			
Chicago, Burl. & Quincy (West)	403,290	51,905	14,690	157,065	4,608	44,081,680	277,516,660	602,255	599,415	480		533,455
Total by Rail												
BY RIVER.												
					6	29,125	94,100	5,163				
						663,900	1,125,940	8,895				
					10	1,000	4,000	715				
						2,200	21,200	705				
Ohio, Cumberland and Tennessee						51,700	280,650	100				
Total by Rail and River	403,290	51,905	14,690	157,065	4,624	44,769,605	279,092,560	617,832	599,415	480		533,455

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Continued.

BY RAILROAD.	Rice, Packages	Salt.		Sheep, head.	SUGAR.			Soap, boxes.	Sourkraut, packages
		Sacks.	Barrels.		Hhds.	Barrels.	Bags.		
	20								
	16,000	16,775	2,565	352		3,770	8,860	11,195	11,502
	25,710	190	8,775	627		26,815	99,980	146,220	
	9,340	560	710	1,171		29,530	91,255	107,895	
	67,760	6,710	500	497		9,470	25,860	38,520	280
	1,350	9,690	14,185	763		4,790	24,070	115,100	5,840
	9,390	360	16,825	379		12,330	58,245	47,755	12,010
		80	1,110	75		8,640	71,250	15,010	17,590
		9,780	6,970	215		8,690	12,380	136,460	32,175
	19,640		5,315	2,326		11,330	31,600	22,860	10,120
	1,340		20	1,861	5	2,670	8,110	102,235	10,120
	2,015		620	24,700		2,970	10,000	46,320	15
	660	80	10,980	3,373		1,790	25,815	24,850	1,320
	3,600	580	1,690	4,562		3,930	15,490	25,815	2,380
	17,705	30	1,20	15,648		4,470	18,510	18,510	3,605
	2,300	410	310	10,622		25,280	11,950	11,950	155
	6,410	1,080	180	4,440		6,270	37,180	19,345	
	1,600			13,769		860	1,530	19,345	
	7,630	1,730	1,400	23,628		14,165	7,320	11,680	1,525
	20,270		1,760	1,320		54,400	7,820	32,500	20
	960	410		1,819		8,710			
	3,410	200		3,991		8,670	20,470	16,910	
	3,070		1,805	1,733		51,950	400	2,050	
	1,260	7,280	1,740			33,840	76,300	26,785	50
Total by Rail	231,450	56,195	77,980	109,831	5	322,020	521,105	989,280	73,615
BY RIVER.									
	1,115	85	470	369		3,985	5,430	2,740	
	915	103	4,080	520		8,630	12,045	12,860	
	489	20	725			1,110	2,055	1,990	
	100		245	353		345	555	425	
	30	10	180			610	265	1,640	
Total by Rail and River....	234,090	56,415	83,580	110,873	5	336,700	542,465	988,435	73,615

BY RIVER.
Ohio, Tenn. & Cumb. Riv.

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1906—Concluded.

BY RAILROAD.	Tallow, Pounds.	Tobacco, Hhds.	Tobacco, Man'f'd. Pounds.	WHEAT.		Whiskey and Highwines Bbls.	Wool, Pounds.	White Lead, Pounds.	Zinc and Spelter, Slabs.
				Sacks	Bushels.				
	44,700	80	158,000	.....	920	5,185	9,800	850,800	820
	.....	10	12,812,500	1,020	54,145	28,930	2,000	6,562,600	2,100
	95,300	.....	2,200,400	.....	1,835	21,975	52,000	577,000	1,749
	44,500	32	8,875,100	416	8,000	1,455	.....	200,900	.....
	236,100	.....	5,246,500	800	420,705	14,020	48,800	1,655,380	.....
	.....	.....	5,668,200	.....	61,185	18,330	.....	680,570	.....
	22,900	.....	2,121,900	.....	2,490	1,575	.....	204,800	190
	60,000	.....	5,015,900	.....	892,120	10,870	.....	608,700	690
	2,188,100	3	1,000	1,452	105,960	5,450	201,200	2,216,280	.....
	.....	445	6,910,680	1,260	3,068,865	5,320	8,253,700	298,450	.....
	.....	85	730,000	.....	250,560	415	152,600	478,600	.....
	604,200	.....	1,068,700	7,500	1,461,020	435	7,079,130	517,200	.....
	2,932,600	414	2,149,350	.....	1,519,770	210	1,280	646,760	.....
	256,700	869	2,747,900	.....	3,039,710	1,280	1,286,600	1,349,350	96,500
	1,622,600	.....	2,195,800	1,100	471,635	1,40	5,277,670	211,440	.....
	25,000	.....	836,400	.....	41,445	2,292	2,767,100	592,010	.....
	505,950	10	1,568,200	.....	720,375	140	.....	774,600	17,060
	1,724,020	.....	1,126,900	.....	4,390	.....	2,400	4,225,950	873,185
	36,600	.....	4,456,700	860	255,775	2,140	282,600	4,252,730	492,950
	.....	.....	6,887,800	490	361,580	1,095	1,742,230	8,044,600	1,216,620
	52,500	1,139	4,700	.....	494,785	40	.....	578,400	.....
	427,800	.....	1,744,440	.....	517,575	.....	29,000	144,700	20
	.....	.....	18,112,300	.....	14,250	2,285	5,700	4,582,050	.....
Total by Rail.....	10,880,570	3,036	84,758,170	14,748	18,758,545	120,732	17,748,420	40,286,640	8,305,145

	.....	10	64,015	120	.....	959	.....	1,179,625	.....
	.....	.....	61,965	.....	.....	1,937	.....	274,000	.....
	.....	.....	18,100	.....	.....	48	.....	41,500	.....
	.....	.....	2,100	.....	.....	185	1,000	117,600	.....
	.....	.....	37,245	190	.....	76	.....	36,500	.....
Ohio, Tennessee & Cumberland Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail and River	10,880,570	3,046	84,927,596	15,038	18,758,545	122,624	17,749,420	41,884,885	8,305,145

DECEASED, 1906.

BATES, A. C.,	February 14th.
BROEDER, HENRY,	August 14th.
DANA, GEORGE D.,	October 17th.
DENNIS, C. C.,	April 2nd.
FAUST, A. E.,	September 28th.
GHISELIN, HORACE,	December 16th.
GIESELMAN, FRANK H.,	July 25th.
GRASSMUCK, WM.,	January 5th.
GRIESEDIECK, BERNARD,	January 4th.
KAUNE, WM. G.,	July 4th.
KRON, A.,	November 25th.
MOORE, J. HANDY,	November 19th.
MURPHY, JEREMIAH,	May 10th.
NOLKER, W. F.,	May 27th.
POPE, W. S.,	December 22nd.
SPENCER, CORWIN H.,	May 3rd.
STANLEY, HENRY,	August 20th.
WAGONER, HENRY H.,	November 30th.
WASSERMAN, BENNETT,	October 16th.
WEINBERG, LOUIS,	April 6th.
WERNSE, HENRY H.,	August 27th.

MEMBERS

—OF THE—

Merchants' Exchange of St. Louis.

JANUARY 8th, 1907.

HONORARY MEMBERS.

MICHAEL McENNIS,
D. J. HANCOCK,

ISAAC M. MASON,
ALEX. H. SMITH.

NUMBER OF MEMBERS, 1,687.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.	St. L. S. W. Ry.,	Com'l Agent	909 Olive st.
Able, Sam. T.	R. G. Dun & Co.,	Mercantile Agency	814 Pine st.
Abraham, W. D.	W. D. Abraham & Co.,	Hay and Grain	East St. Louis, Ill.
Achenbach, Fred		Stock	Carrollton, Ill.
Adams, C. M.	Waters Pierce Oil Co.,	Treas	Bk. Commerce Bldg.
Adams, Geo. A.	G. A. Adams Grain Co.	6 Board of Trade	Kansas City, Mo.
Adams, R. M.		Broker	501 Granite Bldg
Adams, W. H.	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc.	401 N. Second st.
Aff, Geo. J., Jr.	F. W. Clemens Feed Co.		8357 Gravius ave.
Akin, Thomas		Commission	320 Bank. of Com. Bldg.
Albers, Clifford H.	C. H. Albers	Com. Co.	400 Cham. of Com.
Albers, C. H.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Albrecht, Victor	Eberle-Albrecht Flour	Co.	218 S. Main st.
Albrecht, H. S.	Schoellhorn-Albrecht	Machine Company	416 N. Main st.
Albrecht, Julius J.	Eberle-Albrecht Flour	Co.	218 S. Main st.
Alcock, W. H.	The Van Dusen-Harrington	Co., Broker	105 Cham. of Com.
Alcorn, J. W.	McLain-Alcorn Com. Co.		705 N. Third st.
Alexander, F. J.	Rosedale	Feed Co.	948 Hodiament ave.
Allen, Geo. L.			Second and Carr sts.
Allen, Edmund T.		Lawyer	Wainwright Building.
Allen, James H.	Allen-West Com. Co.,		104 S. Main st.
Allen, J. Oran	Morton & Co.,		510 Cham. of Commerce.
Allison, James W.	Allison Window Glass	Co, Glass Manf.	606 Security Bld.
Alzheimer, Benj.	Alzheimer & Rawlings,	Bonds and Stocks	207 N. Broadway
Ambs, Joseph B.			8228 Caroline st.
Ames, Henry	Maple Farm		Webster Groves, Mo.
Anderson, W. B.	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, J. F.	Georgia Railway,	G. W. Agent	808 Cham. of Com.
Anderson, John		Farmer	Rhineland, Mo.
Anderson, Lorenzo E.	Mercantile Trust	Co.	Elighth and Locust sts.
Andrews, W. O.	Andrews, McClellan & Co.,	Hay and Grain	4050 Easton ave.
Annan, Roger P.	Annan, Burg & Co.,	Commission	107 Cham. of Com.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Annan, Roger P., Jr.	Annan, Burg & Co.		107 Cham. of Com.
Arbuckle, James	Latin-American Club & Exp, Assn., Manager		314 N. 4th st.
Archer, W. B.	R. E. Funsten D. F. & N. Co.		800 N. Commercial st.
Arnold, Henry	Jno. G. Haas Soap Co., Soap		5020 Benedict ave.
Ashcraft, E. B.	St. L. Syrup & Preserving Co.		Collins and Dickson sts.
Aufderheide, A. G.	F. W. Aufderheide Commission Co.		22 S. Commercial st.
Aufderheide, Walter	F. W. Aufderheide Commission Co.		22 S. Commercial st.
Aylsworth, Geo. A.	The Moffatt Com. Co.,		8th & Wyandotte sts. Kansas City, Mo.
Babcock, Fred. H.	Pendleton Grain Co.		314 Cham. of Com.
Backer, George H.	Venice Transportation Co.		917 Lincoln Trust Bldg.
Bacon, Cary H.	Sherry-Bacon Grain Co.		213 Chamber Commerce.
Bacon, Edward P.	E. P. Bacon & Co., Grain and Com.		C. of C., Milwaukee.
Baer, Bernard	Bernard Baer & Co., Produce and Prov.		1432 N. Broadway.
Bagnell, Wm.	The Bagnell Timber Co.		Lincoln Trust Bldg.
Bailey, Harry G.	Harlow B. Spencer, Commission		205 Cham. of Com.
Bain, Walter	B. H. Lang & Co.,		504 Cham. of Com.
Baird, W. J.			St. Charles, Mo.
Baker, Allen	Allen Baker & Co., Brokers		Gay Building.
Baker, F. M.		Deceased	
Baker, Jno. F.			5870 Von Verson ave.
Baker, E.	Baker, Paton & Co., Cotton		25 S. Third st.
Ballard, Chas. T.	Ballard & Ballard Co., Millers and Grain,		910 E. Broadway, Louisville, Ky.
Ballard, T. R.	Ballard, Messmore & Co., Commission		520 Cham. of Com.
Ballard, J. O.	Ballard, Messmore & Co., Commission		520 Cham. of Com.
Ballard, S. Thruston	Ballard & Ballard Co.		910 E. Broadway, Louisville, Ky.
Baltz, Fred L.	Millstadt Milling Co.		Millstadt, Ill.
Bannerman, Jas.	Meyer, Bannerman & Co., Saddlery		619 N. Eighth st.
Barclay, Shephard	Barclay, Shields & Fauntleroy, Attorneys		520 Olive st.
Barklage, Louis	Wernse & Dieckman, Brokers		317 N. Fourth st.
Barnes, Chas. W.	Real Estate,		715 Chestnut st.
Barnes, Seth S.	Grain		Marston, Mo.
Barnhart, Wm. R.	Barnhart Mer. Co., Fancy Groceries		518 N. Second st.
Barnidge, Aug. J.	Chas. E. Prunty, Clerk		7 and 9 S. Main st.
Barrell, Finley	Finley Barrell & Co., Stock and Grain,		Monadnock Bldg., Chicago
Barret, Arthur B.	St. Louis Com. Co.,		208 N. Main st.
Barrett, John F.			7 Bd. of Trade Court, Chicago.
Barron, Chas. B.	Barron & Wilson, Grain Samplers		604 Equitable Bldg.
Barstow, Chas. W.	American Telp. & Telg Co.,		Star Bldg.
Bartlett, Edwin L.	Bartlett Com. Co.,		505 Chamber of Commerce.
Bartling, E. D.	Bartling Grain Co.		Nebraska City, Neb.
Bascom, Jos. D.	Broderick & Bascom Rope Co.		809 N. Main st.
Bascome, Western	West'n Bascome & Co., Insurance Agent		725 Century Bldg.
Batdorf, W. L.	W. L. Batdorf & Co., Flour and Feed		Belleville, Ill.
Bates, A. C.		Deceased	
Battaille, L. A.	Mechanics'-American Nat'l Bk., Cashier		Broadway and Locust
Bauer, A. H.	Bauer Bros., Brokers		312 N. Fourth st.
Baur, Andrew	Baur Flour Co., Secy		807 N. Second st.
Baulch, John J.	Anheuser-Busch Brewery Assn.		Broadway and Arsenal st.
Baxter, Theo. P.	G. L. Graham & Co.		801 Cham. Com.
Beardsley, C. F.	Picker & Beardsley, Commission		118 N. Main st.
Beauvais, E. A.	Brosseau & Co., Com.		67 Board of Trade, Chicago.
Beck, Henry W.	Feed and Seed Store		20th and Pine.
Beck, Harry G.	H. W. Beck & Sons Feed & Seed Co.		5701 Manchester rd.
Beck, Louis L.	Southern Ry.		206 Merchants'-Laclede Bldg.
Becker, Bontie A.	Payne & Becker, Brokers		100 Chemical Bldg.
Becker, Edward C.			5870 Cabanne ave.

Name.	Firm.	Business.	Location.
Becker, Conrad.....	C. Becker,	Miller.....	Red Bud, Ill.
Becker, Hugo.....	J. G. Haas Soap Co.,	Soap.....	5020 Benedict ave.
Becker, Herman O.....	C. Becker,	Milling.....	Red Bud, Ill.
Beckmann, Adolph G.....		Commission.....	905 N. Fourth st.
Beckmann, Geo. H.....		Teamster.....	1735 N. Jefferson ave.
Beckmann, Harry F.....	T. W. Carter & Co.,	Com.....	Merchants'-Laclede Bldg.
Beckmann, W. E.....	Bakers' and	Confectioners' Supplies..	10 S. Second.
Beer, H. M.....		Broker.....	507 Security Building.
Behr, Edward L.....	Atlantic & West Point	Ry.....	Houser Bldg.
Bell, James G.....	J. G. Bell & Co.,	Commission....	304 N. Commercial st.
Bell, James S.....	St. Anthony Elevator Co.		Minneapolis, Minn.
Bell, James W.....	Mercantile Trust Co.		721 Locust st.
Bell, Nich. M.....			4442 West Pine st.
Belz, J. H.....	J. H. Belz Provision Co.,	Pork Dealers..	Broadway and Miami
Bemis, Judson S.....	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bemis, Stephen A.....	Bemis Bros. Bag Co.,	Bags.....	601 S. Fourth st.
Bender, Harry E.....	John Thyson & Son.,	Commission.....	212 Cham. of Com.
Bendick, John H.....		Grocer.....	6939 Scanlan ave.
Bennett, James E.....	Thos. Bennett & Co.,	Com.....	68 Bd. of Trade, Chicago
Bennett, Joseph H.....			Sullivan, Mo.
Benton, C. G.....	Benton Grain Co.		Kansas City, Mo.
Berger, J. Paul.....	J. H. Teasdale Com. Co.		103 N. Third st.
Bergmann, Conrad.....			4821 Oregon ave.
Bergmann, Edward C..	C. Bergmann Feed Co.....		2713 Chouteau ave.
Bergmann, Robt. J.....	C. Bergmann Feed Co.....		2713 Chouteau ave.
Bergs, Eugene A.....	Carondelet Milling Co.		7020 S. Broadway
Bernet, A. E.....	Bernet, Craft & Kauffman	Milling Co.....	87 Gay Bldg.
Bernet, Christian....	Bernet, Craft & Kauffman	Milling Co.....	87 Gay Bldg.
Bernheimer, Marcus...	Marcus Bernheimer Flour Mills Co.....		208 N. Fourth st.
Bernheimer, Sandford J..	Marcus Bernheimer Flour Mills Co....		208 N. Fourth st.
Berry, H. J... W. L. Green	Commission Co.....		203 Cham. of Com.
Best, Earl I.....	Washburn Crosby Co.,	Millers.....	Minneapolis, Minn.
Bethmann, Robt.....	St. Louis Brew. Assn.		East St. Louis, Ill.
Bethune, J. B.....	W. L. Green Com. Co.		203 Cham. Com.
Betts, R. A.....	Fidelity S. & P. & M. Co.		1005 Pine st.
Biedenstein, Henry.....	Biedenstein Bros.		1208 S. Broadway.
Bieger, Adolph.....		Curled Hair, etc.....	27 Ferry st.
Biekert, John E.....	J. M. Biekert Com. Co.		405 Franklin ave.
Bieser, Fred.....		Sour Kraut....	2nd and Hempsted sts.
Bird, S. M.....			Kansas City, Mo.
Bischoff, Frank H.....	Wiley & Bischoff,	Feed.....	202 S. Theresa ave.
Bischoff, Gustav.....	Independent Packing	Co.....	3857 Chouteau ave.
Bischoff, Gustav Jr.....	Independent	Packing Co.....	3857 Chouteau ave.
Bittner, Jacob.....		Real Estate.....	13th and Olive sts.
Bixby, W. K.....	American Car & Foundry	Co.....	Lincoln Trust Building.
Blackford, F. W.....	Armour & Co.,	Packers.....	2030 Clark ave.
Blakely, Walter J... St. Louis	Sanitary Co.,		3958 Missouri ave.
Blanke, Albert G.....		Real Estate.....	803 Chestnut st.
Blanke, Detlef J.....		Insurance Agent.	Granite Bldg.
Blankenship, H.....			McKittrick, Mo.
Blaufuss, Wm.....			2854 Henrietta st.
Block, David, Jr.....			Buckingham Club
Block, Gus.....		Steamboat.....	5216 McPherson ave.
Block, Wm. A.... Wm. A. & Chas. A.	Block		427 Frisco Bldg.
Blossom, Dwight B.....	Merchants' Ins. Co.		936 Century Bldg.
Blossom, H. M.....	H. M. Blossom & Co.,	Insurance.....	937 Century Bldg.
Blossom, H. A.. Merchants' Ins.	Agency Co.,	Insurance.....	937 Century Bldg.
Blow, C. W.....	American Linseed Co.,		Sixteenth and Clark ave.
Bodman, Luther W.. Milmine,	Bodman & Co., Com....		307 Bd. of Trade, Chicago.
Boeck, Geo. H.....	Adam Boeck & Co.,	Real Estate.....	618 Chestnut st.
Bofinger, John N.....			76 Vandeventer Place.
Bogard, John J.....	Jno. J. Bogard Realty	Co.....	818 Chestnut st.
Bohle, Frank G.....	Haas & Bohle	Carriage Co.....	1800 Pine st.
Bohnenkamp, John.....	Home Bakery Co.		2901 Hebert st.
Boisselier, Chas. L.....		Farmer.....	Chesterfield, Mo.

Name.	Firm.	Business.	Location.
Boisselier, R. W.		Accountant	704 Mo. Trust Bldg.
Boland, J. L.		Deceased	
Bollin, A.	A. Bollin & Co.,	Insurance	608 Marion st.
Bollman, O. H.	Bollman Bros. Piano Co.		1120 Olive st.
Bonsack, F. O.		Architect	8th and Locust sta.
Boschert, Roman			3711 Cass ave.
Bosler, Sebastian		Real Estate	Clayton, Mo.
Bostick, R. H.	Jas. M. Houston	Grocer Co.	800 Spruce st.
Botto, Jno. V.	Jno. E. Hall Com. Co.		418 Cham. of Com.
Boudreau, H. L.	Ballard, Messmore & Co.		520 Cham. Com.
Bowman, Theo. G.			408 Granite Bldg.
Boyd, J. Will.	Grayson Brokerage Co.		405 Olive st.
Boyd, Wm. G.	Brown Bond & Stock Co.	V.-P.	325 Locust st.
Boyle, W. F.	Boyle & Priest,	Attorneys	800 Bank of Com. Bldg.
Bradley, Douglas	Hardy Grain Co.		521 Cham. Com.
Bradner, H. T.			1110 N. Third st.
Bradshaw, Thos. J.			205 N. Third st.
Brady, Hugh J.	St. Louis Weighing Co.		115 S. Eleventh st.
Bragg, Edgar O.			508 Exchange Bldg., Kansas City, Mo.
Brainerd, James L.	Brainerd & Wiggins		Springfield, Ill.
Braun, Geo. H.	Braun-Lang Com. Co.,		204 N. Third st.
Bray, Joseph W.	Campbell Glass and	Paint Co.	Main and Gratiot sta.
Bray, Wm.	Wm. Bray & Co.,	Commission	226 Market st.
Brazill, J. P.	Traders Despatch,	Agent	Houser Bldg.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Bredenkamp, F. W.	F. W. Bredenkamp &	Son, Grain	East St. Louis, Ill.
Breed, L. C.		Broker	105 Cham. Com.
Brendecke, Edwin T.	Chouteau Ave. Crystal Ice & Cold Storage Plant,		2000 Chouteau ave.
Brendecke, H. C.		American Wine Co.	3015 Cass ave.
Brennan, J. Wallace	J. Wallace Brennan	Real Estate Co.	211 Fullerton Bldg.
Brennan, Martin J.	J. S. Costello & Son		1108 Pine st.
Bridge, Geo. Smith	Bridge & Leonard,	Com.	62 Board of Trade, Chicago.
Bright, T. S.	Wm. Bray & Co.,	Commission	226 Market st.
Brinckwirth, Louis			624 Rialto Bldg.
Brinckmeyer, E. H.	Brinckmeyer-Meyer	Hay and Grain Co.	1111 N. Broadway.
Brinson, H. L.	Seneca Mill & Elev. Co.		Seneca, Mo.
Brinson, L. B.	Seneca Mill & Elev. Co.		Seneca, Mo.
Brockman, Arthur	John Wahl Com. Co.		414 Cham. of Com.
Brockman, F. W.	F. W. Brockman Com.	Co.	815 N. Fourth st.
Brockmann, Fred P.	F. P. Brockmann	Grain Co.	404 Cham. of Com.
Brockmeier, F. C.	Engelke & Feiner	Milling Co.	816 S. Broadway.
Brockmeier, Hy. C.	Brockmeier & Co.,	Flour and Grain	523 N. Second st.
Brockmeier, J. O.	Brockmeier & Co.,	Commission	523 N. Second st.
Broderick, John J.	Broderick-Bascom	Rope Co.	809 N. Main st.
Brodhack, Joseph H.		Merchant	2230 S. Broadway.
Broeder, Geo. H.	Hy. Broeder & Sons,	Commission	411 Franklin ave.
Broeg, Louis	Woodlock & Gessler,	Commission	300 Cham. of Com.
Bronson, E. P.	H. C. Cole Milling Co.,		Chester, Ill.
Brown, C. M.	Lehigh & Wabash Desp.		Carleton Bldg.
Brown, E. A.	E. A. Brown & Co.,	Grain	Minneapolis, Minn.
Brown, Edmund M.	B. W. Clark & Co.,	Wh. Grocers	307 N. Second st.
Brown, E. Lindsey		Farmer	Charleston, Mo.
Brown, Geo. A.	Geo. A. Brown & Son,	Grain	Brighton, Ill.
Brown, Josiah		Flour and Sugar	121 N. Third st.
Brown, L. W.	Jno. Wahl Commission	Co.	414 Cham. Com.
Brown, James I.	White W. S. & N. P. Lines,	Agent	414 Rialto Bldg.
Browne, H. M.	Morton & Co.,	Commission	510 Cham. Com.
Bruck, Henry	New Era Gro. Co.,	Produce	1709 S. Second st.
Bruenemann, Ernst		Flour and Feed	3753 S. Broadway
Bryden, Alex. A.	Bryden & Co.,	Coke and Coal	Victoria Bldg.
Buchman, J.	Julius Buchman,	Feed	1109 N. Seventh st.
Buck, W. T.		Grain, etc.	Vleits, Kas
Buckland, Jos. A.	Jos. A. Buckland & Co.,	Commission	103 S. Third st.
Buehler, Henry, Jr.	Hy. Buehler Realty Invest. Co., Pres.		2625 Castleman ave

Name.	Firm.	Business.	Location.
Bull, Wm.		Fire Insurance	922 Century Bldg.
Bullitt, C. M.	Bullitt & Co.,	Grain	Louisville, Ky.
Bulte, Henry J.	Bulte Com. Co.,	Flour	12 S. Main st.
Burbridge, C. T.	Marshall, Spaden Co.,		74 Broadway, New York City.
Burg, Henry	Annan, Burg & Co.,	Flour Commission	107 Cham. of Com.
Burg, Philip	Philip Burg Grocer Co.,		1250 S. Broadway.
Burg, William		Iron and Steel	107 N. Third st.
Burks, John C.	Missouri Com. Co.		324 Chestnut st.
Burnet, Halsted	Plows Candy Co.,	Manf.	2018 Market st.
Burr, Chas. P.	Chas. P. Burr & Co.,	Commission	324 Rialto Building.
Burruss, D. N.	St. Louis Terre Cotta Co.		523 Security Bldg.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi.
Busch, Aug. A.	Anheuser-Busch B. Assn.,	V. P.	Ninth and Pestalozzi sts.
Buschman, E. L.	Modern Mfg. Co.		19 Beech st., East Orange, N. J.
Buschman, F. W.	F. W. Buschman Com. Co.		507 Cham. Com.
Buse, Joseph A.	Geo. Henseler Oil Co.		8 S. Main st.
Bushfield, J. A.			408 Cham. Com.
Bushnell, D. I.	D. I. Bushnell & Co.,	Grain and Seeds	109 N. Second st.
Buss, Chas. H.	J. B. Buss,	Flour Mills	3325 Franklin ave.
Buss, John B.	J. B. Buss,	Mills	3325 Franklin ave.
Butler, W. C.	W. C. Butler & Son,	Insurance	844 Century Building.
Butler, Wallace C., Jr.		Insurance Broker	706 Century Bldg.
Bycroft, Henry F.	Gillespie Roller Mills,	Miller	Gillespie, Ill.
Byrne, Daniel P.	Dan'l P. Byrne & Co.,		818 Chamber of Commerce.
Byrne, Frank T.	C., H. & D. & P. M. R. R.		Carleton Bldg.

Cabell, Ashley		Attorney-at-Law	415 Locust st.
Cady, L. Bertram	L. Bertram Cady Co.,	Tailors	421 Olive st.
Caesar, Louis			210 N. Sixth st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.		Bond and Stock Broker	411 Olive st.
Cain, P. R.	J. A. Ruhl Clothing Co.,	Clothiers	903 Washington ave.
Calvert, Sumter	Fulton Bag & Burlap Co.		612 S. Seventh st.
Campbell, Floyd J.	Cochrane Grain Co.		805 Cham. of Com.
Campbell, Geo. A.	The Cleveland-Akron	Bag Co.	107 Cham. Com.
Campbell, James		Bonds and Stock,	
		Commonwealth Trust Bldg.	
Canby, Caleb H.	C. H. Canby & Co.,	Gr. Brokers	8 Bd. of T., Chicago.
Capen, Sam. D.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Capen, Geo. H.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Carkener, George S.	Goffe & Carkener,	Grain	Kansas City, Mo.
Carleton, Murray	Carleton Dry Goods	Co.	12th and Washington ave.
Carlisle, David		Feed and Grain	125 Market st.
Carlisle, Sam S.	Carlisle Grain Co.		421 Cham. of Com.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.)	Century Bldg.
Carpenter, Geo. O.	National Lead Co.,	Manager	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.,	Real Estate Agents	825 Chestnut st.
Carpenter, Jas. M., Jr.	Jas. M. Carpenter & Co.,	Real Estate	825 Chestnut st.
Carr, Alfred C.	Carr Bros.,	Insurance	204 N. Third st.
Carr, Charles Y.	Carr Bros.,	Fire Insurance	204 N. Third st.
Carr, Peyton T.	United Elev. & Grain Co.,	President	516 Cham. of Com.
Carr, W. O.	Erie Despatch,	Cont'g Agent	201 Carleton Bldg.
Carrington, Wm. T.	Bartlett, Frazier & Carrington,	Commission,	
		Western Union Bldg.,	Chicago, Ill.
Carroll, John F.	J. F. Carroll & Co.,	Liquors	818 Cham. Com.
Carroll, James F.		Grain	Greenville, Ills.
Carruthers, Geo. F.			5170 Morgan st.
Carruthers, W. W.	Eureka Mills Co.		3506 Gratiot st.

Name.	Firm.	Business.	Location.
Cartan, L. V.....	L. V. Cartan & Co.,	Real Estate.....	119 N. Seventh st.
Carter, C. L.....	T. W. Carter & Co.,	Broker....	Merchant's-Laclede Bldg.
Carter, G. E.....	Randolph Milling Co.		Baldwin, Ill.
Carter, Lemuel Ray....	T. W. Carter & Co.,	Broker....	Merchant's-Laclede Bldg.
Carter, T. W.....	T. W. Carter & Co.,	Com'n....	Merchant's-Laclede Bldg.
Case, E. S.....	C. H. Albers Com. Co.,	Commission.....	400 Cham. of Com.
Cash, Leslie A.....	Southern Elevator Co.		314 Cham. Com.
Cashel, S. J.....	L. & N. R. R.,	Local Freight Agent.....	East St. Louis, Ill.
Cassidy, Abner C.....			East St. Louis, Ill.
Catlin, E. F.....	Milliken-Helm Com. Co.		Granite Bldg.
Cave, Elmore....	McCormick, Kilgen & Rule R. E. Co.		204 Century Bldg.
Cavender, John H.....			5315 Cabanne av.
Chaffraix, D. A.....		Capitalist.....	St. Charles ave., N. O.
Chamberlain, F. B.....	F. B. Chamberlain Co.		7 N. Second st.
Chamberlain, Will F.....		Poultry Supples..	314 N. Commercial st.
Chamberlin, E. C....	E. C. Chamberlin & Co.,	Commission.....	508 Cham. of Com.
Chambers, Jas. H.....	Dios Chemical Co.,	Chemists .	2940 Locust st.
Chandler, James N.....	L. & N. R. R.,	General Agent.....	206 N. Broadway.
Chandler, Reuben G....	Hulburd, Warren & Chandler.....		212 LaSalle st., Chicago
Chandler, Whately L....	The General Accident Assn.....		411 Olive st.
Chapin, Simeon B.....	S. B. Chapin & Co.,	Grain.....	Rookery Bldg., Chicago.
Charters, Herbert A.....			107 N. Third st.
Child, Chas. J.....	A. J. Child & Son	Mercantile Co.....	511 N. Main st.
Chisholm, J. A. H.....			4421 Olive st.
Chissinger, I. M.....	Southern Mills M. F.	Ins. Co.....	Temple Bldg.
Chittenden, Warde B.....	Robt. B. Brown	Oil Co.....	Rialto Bld.
Chreste, Wm.....	Ballard & Ballard Co.,	Miller..	910 E. Bdway., Louisville, Ky.
Christian, Wilbur B.....	Sherry-Bacon	Grain Co.....	213 Cham. Com.
Churchill, H. H.....	Cottingham Grain Co.		120 Cham. Com.
Clapp, O. W.....	O. W. Clapp & Co.,	Commission.....	105 Cham. of Com.
Clark, Charles.....			603 Merchant's-Laclede Bldg.
Clark, Chas. C.....	The Valley Milling Co.		422 DeSoto ave.
Clark, Warren L....	Benj. W. Clark Grocer	Co.....	307 N. Second st.
Clark, Hinman H....	Waters Pierce Oil Co.		1008 Bank of Commerce Bldg.
Clark, C. W.....	Tully & Clark,	Architect & Eng'n'r..	813 Security Bld.
Clark, J. A.....	Clark Bros.,	Feed.....	East St. Louis, Ill.
Claus, F. C.....	Westcott-Claus	Commission Co.....	827 N. Third st.
Cleary, T. F.....	Cleary Investment Co.		508 Cham. of Com.
Clemens, F. W....	F. W. Clemens Feed Co.,	Feed.....	3357 Gravois ave.
Cleveland, Henry D....	East St. Louis Locomotive Machine Shop Co.,		Eighteenth st., Southern Ry., East St. Louis, Ill.
Clifton, Daniel W.....	Nanson Com. Co.		202 Cham of Com.
Cline, Frederick A.....		Attorney.....	705 Market st.
Clinton, George W.....	W. E. Knapp & Co.	Commission.....	412 Cham. of Com.
Cobb, Seth W.....			4444 Westminster pl.
Cobb, C. W. S.....	Glencoe Lime & Cement	Co.....	1400-A Old Manchester Road.
Cochrane, Manning W....	Cochrane Grain	Co.....	305 Cham. of Com.
Cochrane, Thos.....	Cochrane Grain Co.		305 Cham. of Com.
Cockrell, J. H.....			Elsah, Ill.
Cockrell, Elias.....		Grain.....	Jerseyville, Ill.
Cohn, J. W.....	Hunter Bros. Milling Co.,	Flour and Feed.....	60 Gay Bldg.
Cole, Amedee B....	Jno. Jackson Inv't. Co.,	President.....	51 Gay Bldg.
Cole, Charles B.....	H. C. Cole Milling Co.,	Miller.....	Chester, Ill.
Cole, H. C.....	H. C. Cole Milling Co.,		Chester, Ill.
Coleman, H. F.....	Traders' Elevator Co.		East St. Louis, Ill.
Collins, H. B.....	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
Collins, Thos. R.....	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
Collins, Martin....	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
Collins, Wm.....		Real Estate.....	308 Tobin Bldg.
Conner, R. L.....	Hoyt Metal Co.		Merchants'-Laclede Bldg.
Connor, James A.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, P. P.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, M. J.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, Wm. M.....	Connor Bros. & Co.,	Commission.....	Gay Bldg.
Connor, Wm. P.....	Connor Bros. & Co.,	Commission.....	Gay Bldg.

Name.	Firm.	Business.	Location.
Connors, Denis M.....	Lee Line Steamers,	Superintendent.....	Foot of Olive st.
Conrades, Edwin H.....	Donk Bros. Coal &	Coke Co.....	314 N. Fourth st.
Conzelman, Theophilus...	Crunden-Martin	Woodenware Co..	2nd and Gratiot sts.
Cook, Douglas G.....	American Wine Co.,		3015 Cass ave.
Cooke, Michael			4215 Cook ave.
Cooksey, L. A.....	Southern Elevator Co.		814 Cham. of Com.
Coon, D. F.....		Stock	Fort Scott, Kas.
Cooper, O. A.....	Cooper & Linn,	Milling, etc	Humboldt, Neb.
Coquard, L. A.....		Banker and Broker..	302 Rialto Bldg.
Cordes, D.....	D. Cordes & Co.,	Flour and Feed.....	1926 S. Twelfth st.
Cordes, Henry H.....	Camp Spring Mill Co.		Nashville, Ill.
Cordes, W. H.....	D. Cordes & Co.,	Flour and Feed.....	1926 S. Twelfth st.
Cornelius, N. B..	Cornelius Mill Furnishing	Co.....	1119 N. Sixth st.
Corneli, Adolph.....	Schisler-Corneli Seed	Co.	813 N. Fourth st.
Cornell, Ben P.....	Schisler-Corneli Seed	Co.....	813 N. Fourth st.
Cornet, Edward.....	Cornet Bros.,	Grocers.....	18th and O'Fallon sts.
Costigan, Edw. J.....	Whitaker & Co.,	Bonds and Stocks	300 N. 4th st.
Cottingham, Clive...	Cottingham Grain Co.		120 Cham. Com.
Cottrill, Geo. F....	Green's Car Wheel Mfg.	Co.....	3018 N. Broadway.
Coudrey, Harry M....	H. M. Coudrey & Co.,	Insurance	946 Century Bldg.
Cowgill, Frank S...	Trans-Mississippi Grain	Co.....	534 Bee Bld., Omaha, Neb.
Cox, Charles A.....	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, B. H....	Wabash R. R., East-bound,	Agent.....	202 Carleton Bldg.
Coyle, James F.....	Coyle & Sargent,	Wholesale Silks..	1121 Washington ave.
Coyle, Thos. M.....	Mahen & Coyle,	Mill Furnisher.....	2300 N. Broadway
Craft, Henry G....	Bernet, Craft & Kauffman	Milling Co.....	37 Gay Bldg.
Cramer, G....	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.....	J. E. Crawford & Son,	Stocks and Bonds.....	421 Olive st.
Crawford, Hanford..	Scruggs-Vandervoort-	Barney D. G. Co..	Broadway & Locust
Creveling, James G.....			Clayton, Mo.
Crews, Thos. B.....		Attorney.....	Commercial Bldg.
Crittenden, Chas. G..	Central Graneries Co.		Lincoln, Neb.
Crothers, John C.....	The McPheeters	Warehouse Co.....	1100 N. Levee.
Crone, C. C.....		Real Estate.....	3602 N. Broadway.
Cullen, Michael J.....	Cullen & Kelly,	Livery	2735 Cass ave.
Cummiskey, Jas		Commission	921 N. Fourth st.
Cunningham, C. A....	New Union Sand Co.		Colonial-Security Bldg.
Cunningham, Dickson.....			5262 McPherson ave.
Cunningham, Edw. M.....			
Cunningham, F. G.....	L., H. & St. L. Ry.		206 N. Broadway
Cunningham, P. J.....	Cunningham Bros.	Woolen Co.....	Tenth and Locust sts.
Currie, Frank.....	Farmers' Elevator Co.		Clarksville, Mo.
Cushing, Edward T.....		Grain..	49 Exchange Place, New York
Cutliff, R. J.....		Telgh. Operator.....	W. U. Tel. Co.

Daggett, Geo. H....	Geo. H. Daggett & Co.,	Grain...40 C. of C., Minneapolis, Minn.
Daly, E. F.....	Brockmann-Daly Com. Co.	404 Cham. of Com.
Dameron, Ed C		Clarksville, Mo.
Danforth, W. H.....	Ralston Purina Co.,	Eighth and Gratiot sts.
Daub, H. W.....	Schreiner Grain Co.,	Commission.....
Daugherty, John W..	Midland Nat'l F. Ins.	Co., Fire Insurance..
Davidson, J. K.....	Davidson M. & E. Co.	112 Rialto Bldg.
Davidson, John N...	Jno. A. Warren & Co.,	Muskogee, I. T.
Davis, C. R. H.....	C. R. H. Davis R. E. Co.,	Commission.....
Davis, Geo. E.....	Kanawha Despatch,	416 Cham. of Com.
Davis, Geo. H.....	Ernst-Davis Grain Co.	Real Estate
Davis, John David.....		107 N. Seventh st.
Davis, Thos. W....	O'Connor Market Rep'r Co.,	Gen'l Agent.....
Dayton, C. A.....	C. A. Dayton Grain Co.	206 Rialto Bldg.
Dayton, Chas. S.....	Dayton Grain Co.,	849 Bd. of T., Kansas City, Mo.
Dean, Chas. L.....	Ludlow-Saylor Wire Co.	421 Olive st.
		216 Market st.
		Kansas City, Mo.
		Commission.....
		304 Cham. Com.
		Newstead ave. and Wabash R. R.

Name.	Firm.	Business.	Location.
Dean, Murry.....	Parrott-Day Co.,	Commission.....	329 Cham. of Com.
Dehner, Adolph.....		Retired.....	2010 Victor st.
Deibel, Albert L.....	Deibel Bros. & Co.		Little Rock, Ark.
Deibel, Fred.....	Anchor Hay and Grain Co.		511 Cham. of Com.
Deibel, John C.....	National Warehouse &	Storage Co.....	511 Cham. Com.
Deibel, Louis P.....	Anchor Hay and Grain	Co.....	511 Cham. Com.
Deibel, Robt. Fred.....	Deibel Bros. & Co.		Little Rock, Ark.
Delafield, Wallace.....	Delafield & Snow,	Insurance.....	850 Century Bldg.
Delafield, Wallace, Jr.....	Delafield & Snow,	Insurance.....	850 Century Bldg.
Delaney, John O'F.....		Capitalist.....	825 Chestnut st.
DeLore, C. P.....	Mo. Forage Supply Co.		426 Theresa ave.
Dennis, John M.....	Louis Mueller Co.,	Exporters.....	302 C. of C., Baltimore, Md.
Denton, W.....	Denton Bros.,	Grain.....	Leavenworth, Kas.
DePew, Ray L.....	Mobile & Ohio R. R.,	Cont. Agt.....	Fullerton Bldg.
Desloge, F.....	Desloge Lead Co.,		Rialto Bldg.
Denver, John B.....	Hayden Sad'y H.	W. Co.....	519 N. Main st.
Devoy, Edward.....	Devoy & Feuerborn,	Coal & Coke Co.....	815 N. Seventh st.
Diamant, Henry A....	St. Louis Commission	Co.....	208 N. Main st.
Dick, Joseph B.....	Hy. Sayers & Co.,	Commission.....	502 Cham. Com.
Dickinson, Albert....	The Al. Dickinson Co.,	Seeds.....	W. Taylor & River sts., Chicago.
Dickinson, W. C.....	F. W. Goeke & Co.,	Commission.....	22 N. Second st.
Dickinson, Chas.....	A. Dickinson & Co.,	Seeds.....	W. Taylor & River sts., Chicago.
Dickmann, Joseph F....	Jos. F. Dieckmann	R. E. Co.....	7 N. Eighth st.
Dieckman, John H....	Wernse & Dieckman,	B'nk'rs and Brokers.....	317 N. Fourth st.
Diekmann, Joseph.....	Jos. H. Diekmann & Co.,	Flour and Feed.....	1210 Biddle st.
Diffenbaugh, H. J.....		Grain Com'n.....	Kansas City, Mo.
Dimmitt, Pope.....	Steele Long-Pollock Co.,	Live Stock.....	Nat'l Stock Yards, Ill.
Dines, W. C.....	Citizens' Investment Co.,	Insurance.....	510 Pine st.
Dixon, J. E.....	Capital Grain Co.,		Nashville, Tenn.
Doan, Geo. P., Jr.....		Brokerage.....	312 N. Second st.
D'Oench, Guido.....	Lowell Bank,	Cashier.....	5000 N. Broadway
Dodd, Sam'l M.....			53 Vandeventer place.
Dodson, Joseph.....		Grain Dealer.....	Shipman, Ill.
Dodson, J. W.....	The Dodson-Braun Mfg.	Co.....	Third and Cedar sta.
Doggett, Lewis C.....	N. K. Fairbank Co.,	Lard Refiners.....	Tribune Bld., Chicago
Donaldson, A. R.....	Donaldson Bond and	Stock Co.....	318 N. Fourth st.
Donaldson, John W....	Donaldson Bond and	Stock Co.....	318 N. Fourth st.
Donaldson, Wm. R.....		Attorney.....	207 Temple Bldg.
Donk, E. C....	Donk Bros. Coal & Coke Co.,	Coal Dealers.....	314 N. Fourth st.
Donnewald, G. H.....	Kerens-Donnewald	Coal and Coke Co.....	220 N. Fourth st.
Donovan, Frank X....	F. X. Donovan & Co.,	Commission.....	84 Gay Bldg.
Donzelot, Eugene.....	E. Donzelot & Son,	Commission.....	16 S. Main st.
Donzelot, E. F.....	E. Donzelot & Son,	Commission.....	16 S. Main st.
Dormitzer, Jos.....		Real Estate.....	104 N. Ninth st.
Dower, John.....	Brooklyn Street Elevator,		Brooklyn and Commercial sta.
Dreyer, Eugene C....	Hunter Bros. Milling	Co., Flour and Feed.....	54 Gay Bldg.
Drummond, James T., Jr.....	Drummond	R. & I. Co.....	302 Carleton Bldg.
Drummond, John N., Jr.....	John N. Drummond, Jr. & Co.....		400 N. Fourth st.
Duff, N. A.....	Duff Grain Co.		Nebraska City, Neb.
Duffy, Jos. A.....	J. A. Duffy & Co.,	Real Estate.....	9 N. Tenth st.
Duing, Herman.....	Duing & Shomaker,	Hay and Grain.....	814 Clark ave.
Duncan, M. K.....			111 Cham. Com.
Dunlop, Jo. P.....	Dunlop Milling Co.		Clarksville, Tenn.
Dunn, Thos.....		Real Estate.....	622 Century Bldg.
Dye, James Wm.....	St. Louis Hay & Grain	Co.....	310 Chamber of Commerce
Dyer, E. H.....	Mound City Paint &	Color Co.....	811 N. Sixth st.

Eakin, Chas.....	Grain Broker.....	411 Cham. of Com.
Eaton, A. F.....	Eaton, McClellan & Co.,	Commission.....
Eaton, Chas. D....	Springfield Fire & Marine	Ins. Co., Insurance.....
Eddy, A. M.....	Eddy & Eddy,	Manufacturing.....
		Main and Market

Name.	Firm.	Business.	Location.
Edwards, B. F.....	Nat'l Bank of Com.,	.....	Broadway and Olive.
Edwards, Geo. L.....	A. G. Edwards & Son	.....	410 Olive st.
Edwards, John D.....	J. D. Edwards & Co.,	Milling.....	Marion, Ill.
Edwards, W. J.....	N., C. & St. L. Ry.,	Com'l Agt.....	Bank of Com. Bldg.
Ehlerrmann, Chas.....	Chas. Ehlermann Hop	and Malt Co.....	526 S, 22d st.
Einstein, Wm.....	.....	Mining Operator...	303 Security Bldg.
Eiseman, B.....	Rice, Stix Dry Goods Co.	.....	Tenth and Washington ave.
Eisenmayer, P. H., Jr.....	So. Ill. Elevator	Milling Co.....	Murphysboro, Ill.
Elliot, H.....	Elliot Frog & Switch Co.	.....	East St. Louis, Ill.
Elliott, S. Lee.....	Missouri Commission Co.,	.....	324 Chestnut st.
Ellis, Wm. C.....	Kehlor Flour Mills Co.,	V. P.....	401 Cham. of Com.
Elmore, V. C.....	.....	Grain.....	Ashland, Ill.
Ely, Arch F.....	Schreiner Grain Co.,	Grain.....	115 Cham. Com.
Emig, John C.....	Central States Despatch,	Agent.....	414 Rialto Bldg.
Engel, Louis A.....	F. D. Hirschberg & Co.,	Insurance.....	121 N. Third st.
Engel, L. F.....	.....	.....	4823 Forest Park Blv.
Engelke, Fred.....	New Baden Milling Co.	.....	New Baden, Ill.
Ensley, H. E.....	Lucas & Ensley Co.,	Hay and Grain.....	301 Cham. Com.
Eppelsheimer, Frank.....	Fischer Flour Co.	.....	4 N. Main st.
Essmueller, Fred.....	Essmueller M. F. Co.,	Millwrights.....	605 S. Sixth st.
Espenschied, Chas.....	.....	.....	8500 Washington ave.
Evans, J. W.....	German Mut. Life Ins. Co.,	Agent.....	Commonwealth Tr. Bldg.
Everingham, Henry D.....	.....	Grain.....	Fort Madison, Iowa.
Evers, John.....	Teichmann Commission Co.	.....	62 Gay Bldg.
Evill, Jno. H.....	Columbia Hay & Grain Co.,	Hay and Grain.....	500 S. Theresa ave.
Ewald, L. P.....	Ewald Iron Co.,	Iron, etc.....	941 N. Second st.
Ewing, James F.....	J. F. Ewing Salt Co.,	.....	812 Gratiot st.
Ewing, W. K.....	.....	.....	19 N. Main st.
Evster, W. C.....	W. C. Eyster,	Cooperage.....	5056 Wells ave.

Fallis, James C.....	J. Allen Smith & Co.,	Millers.....	Knoxville, Tenn.
Farley, J. H.....	.....	Commission.....	210 Olive st.
Farrelly, Thos. F.....	.....	Real Estate.....	812 Chestnut st.
Faust, A. E.....	.....	Deceased.....	.....
Faust, Edward A.....	Anheuser-Busch Brew.	Assn.....	Ninth and Pestalozzi sts.
Fay, Emory.....	F. C. Taylor & Co.,	Commission.....	Main and Walnut.
Fehlig, August H.....	H. J. Fehlig & Co.,	Grain.....	Portage Des Sioux, Mo
Feiner, Eugene J.....	Engelke & Feiner	Milling Co.....	816 S. Broadway
Feiner, Frank.....	Engelke & Feiner,	Milling Co.....	816 S. Broadway.
Feldbusch, Herman.....	.....	Teamster.....	2108 Blair ave.
Felkel, E. E.....	Missouri Commission Co.,	.....	324 Chestnut st.
Ferguson, Hugh.....	Hugh Ferguson & Co.,	Provision Brokers....	117 N. Third st.
Ferguson, Wm. H.....	.....	Grain.....	Lincoln, Neb.
Feuerbacher, F. W.....	F. W. Feuerbacher	& Co., Malster.....	2705 S. Broadway.
Figueiredo, A. de.....	St. L. Transfer Co.,	Ass't Manager.....	400 S. Broadway.
Filley, Channoe I.....	.....	.....	2700 Lawton ave.
Filley, John D.....	St. Louis-Union Trust Co.	.....	Fourth and Locust sts.
Fischer, Arthur S.....	Stobie Cereal Mills	.....	512 N. Main st.
Fischer, John C.....	Fischer Flour Co.	.....	4 N. Main st.
Fischer, Louis F.....	Chas. Tiedeman Mill. Co.	.....	O'Fallon, Ill.
Fisher, Geo. K.....	Alzheimer & Rawlings,	Brokers.....	207 N. Broadway
Fisher, John A.....	.....	Inspector.....	1825 Rutger st.
Fisher, S. J.....	Fisher & Co.,	Real Estate.....	714 Chestnut st.
Fisse, Wm. E.....	.....	Attorney.....	820 Rialto Building.
Flach, Joseph.....	New Athens Milling Co.	.....	New Athens, Ill.
Flebbe, Hermann.....	Western Candy and Bakers' Supply Co....	.....	109 S. Eleventh st.
Fleming, Thos. H. B.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
Flesh, Edw. M.....	C. H. Albers Com. Co.,	.....	400 Chamber of Commerce.
Foell, Christian.....	.....	.....	8108 Illinois ave.

Name.	Firm.	Business.	Location.
Foell, Henry.....	Foell & Co.,	Commission.....	123 Market st.
Foerstel, Joseph A.....	J. H. Teasdale	Commission Co.....	103 N. Third st.
Foot, E. L.....			Granite Bldg.
Forester, Berten.....	G. H. Walker & Co.,	Brokers.....	307 N. Fourth st.
Forman, Z. P.....	St. Louis Hay & Grain Co.		310 Cham. Com.
Forrester, R. L.....	Clark Bros.		20th & St. Clair ave., E. St. Louis, Ill.
Forster, August F.....			3242 Copeline ave.
Forster, Otto E.....		Physician.....	513 Carleton Bldg.
Forster, C. Marquard.....	St. L. Brew'g Assn.		Seventh and Chestnut sta.
Foskett, Arthur I.....	Foskett-Kissner Feed Co.		4325 N. Broadway.
Fouke, Phil. B.....	Funsten Bros. & Co.,	Commission.....	Second and Elm sta.
Fowler, Edwin.....		Deceased.....	
Fowler, Frank.....	Nye-Schneider-Fowler Co.,	Grain, Etc.....	Fremont, Neb.
Fox, John W.....	C., P. & St. L. R. R.,	Com'l Agent.....	Houser Building.
Fraley, M.....	The Insurance Agency Co.,	Insurance.....	923 Century Bldg.
Francis, Chas. B.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, David R.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, D. R., Jr.....	Francis Bro. & Co.,	Stocks and Grain.....	214 N. Fourth st.
Francis, T. H.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, J. D. Perry.....	Francis Bro. & Co.,	Stocks and Bonds.....	214 N. Fourth st.
Frank, John F.....		Grain and Lumber.....	Okawville, Ill.
Frank, Max.....		Horses and Mules.....	3029 Glasgow Pl.
Frank, Nathan.....		Attorney.....	Century Bldg.
Fraser, Wm. A.....	W. A. Fraser & Co.,	Com.....	714 Royal Ina. Ex., Chicago.
Frederick, A. H.....		Real Estate.....	111 N. Seventh st.
Freeborn, Charles S.....			622 Olive st.
Freeman, C. W.....	A. Weyl B. & C. Co.		Sixth and St. Charles sta.
Fresch, Chas. M.....	Fresch-Marshall Co.		506 Cham. of Com.
Fresch, Geo. Jr.....	F. W. Buschmann Com. Co.		507 Cham. Com.
Freund, Morris.....	Busch-Freund Brewery Supply Co.		508 S. Seventh st.
Friedman, B.....	Friedman R. E. Co.		909 Chestnut st.
Fritschle, Robert.....		Grocer.....	5000 Gravois ave.
Fruin, Jeremiah.....	Fruin-Colnon Con. Co., Contractors,		615 Merchants'-Laclede Bldg.
Fry, J. F.....	Brown-Fry Live Stock Co.,	Live Stock.....	Nat'l Stock Yards, Ill.
Fuller, J. M.....	Slack-Fuller Grain Co.		208 Cham. Com.
Funk, Joseph P.....	J. P. Funk & Co.,	Tallow, etc.....	914 N. Main st.
Funsten, R. E.....	R. E. Funsten Dried Fruit & Nut Co.		300 N. Commercial.
Funsten, R. E., Jr.....	R. E. Funsten D. F. & Nut Co.		300 N. Commercial st.
Funsten, Wm. F.....	Funsten Bros. & Co.,	Commission.....	Second and Elm sta.
Fusz, F. D.....	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Louis.....	Regina Flour Mills		601 S. Main st.
Fusz, Eugene A.....	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Paul A.....	Granite Bi-Metallic Con. Mining Co.		423 Security Building.
Gatennie, Frank.....	Frank Gatennie Adv. Co.		312 Fullerton Bldg.
Galbreath, G. W.....	Third National Bank,	Cashier.....	417 Olive st.
Gale, Chas. B.....	Chas. B. Gale & Co.,	Com.. Produce Exchange,	New York.
Gandolfo, John B.....	Gandolfo-Ghio Mfg. Co.		104 S. Eighth st.
Gannett, John M.....			25 Lenox place.
Gardner, Wm. A.....	W. A. Gardner & Co.,	Commission.....	209 Cham. of Com.
Garneau, James W.....	Laux Packing Co.		Russell ave. and DeKalb st.
Garneau, Pierre A....	Krey Packing Co.,	Pork Packers.....	2100 Bremen ave.
Garrels, G. W.....	Franklin Bank,	Banking.....	Fourth and Morgan sta.
Garrison, O. L.....	Big Muddy Coal & Iron Co.		912 Wainwright Bldg.
Garvey, Lawrence.....	L. Garvey & Co.,	Produce and Com..	1412 N. Broadway.
Gatch, Elias S.....	Granby Mining and S. Co.		Mermod & Jaccard Bldg.
Gates, Charles G.....	Chas. G. Gates & Co.,	Brokers.....	111 Broadway, New York
Gaupel, Henry J.....			1724 Longfellow blv.
Gaus, H., Jr.....	Henry Gaus & Sons,	Box Factory...	Main and Madison sta.
Geissmann, Otto.....	Highland Milling Co.,	Flour.....	Highland, Ill.
Geraghty, John E.....	Chapin & Co.,	Mill Feed.....	Minneapolis, Minn.

11

Name.	Firm.	Business.	Location.
Gerber, Charles.....	Gerber Fruit Co.,		804 N. Fourth st.
Gerdes, Charles B....	Chas. B. Gerdes & Co.,	Grain.....	East St. Louis, Ill.
Gerhart, Frank H....	F. H. & C. B. Gerhart	Real Estate Co....	Wainwright Bldg.
Gessler, Emil W.....	Woodlock & Gessler,	Commission.....	300 Cham. of Com.
Gessler, E. A.....	Gessler & Kraussnick,	Broker.....	411 Olive st.
Gettys, James M.....	W. P. Gettys & Son	Provision Co.....	113 N. Main st.
Gettys, Thos. B.....	W. P. Gettys & Son	Provision Co.....	113 N. Main st.
Ghio, James C.....	Barada-Ghio R. E. Co.		14 N. Eighth st.
Giesecke, Otto ...	Chas. Ehlerman Hop and	Malt Co.....	528 S. Twenty-second st.
Gieselman, F. H.....		Deceased	
Giessing, Peter.....	Giessing Milling Co.		Farmington, Mo.
Giesler, John F.....		Feed.....	1831 Franklin ave.
Gifford, Isaac C.....	C. E. Gifford & Co.,	Grain..	435 Postal Tel. Bldg., Chicago.
Gill, Felton D.....	F. D. Gill & Co.,	Grain.....	33 Gay Bldg.
Gillett, Chas. W.....	Chas. W. Gillett & Co.,	Grain.....	159 Lasalle st., Chicago.
Gillis, John G.....		Hay Inspector.....	Equitable Bldg.
Gilmartin, Jas. J.....	Mo. State Grain Insp.		Equitable Bldg.
Gilmartin, P. J.....	P. J. Gilmartin & Co.,	Brokers.....	111 N. Third st.
Gintz, Adam.....	St. Clair Vinegar Co.		Belleville, Ill.
Giraldin, Chas. E.....	Giraldin Bros.,	Real Estate.....	110 N. Eighth st.
Givens, Jos. W.....			Rialto Bldg.
Glaser, Carl S.....	Jos. Glaser & Son,	Brokers.....	317 Olive st.
Glaser, Joseph.....	Joseph Glaser & Son,	Brokers.....	317 Olive st.
Goddard, G. F.....	E. Goddard Flour Co.		1801 S. Second st.
Goddard, J. H.....	E. Goddard Flour Co.		1801 S. Second st.
Goebel, Fritz.....	F. Goebel & Sons,	Wholesale Grocers..	27-29 S. Second st.
Goeke, Fred'k W.....	F. W. Goeke & Co.,	Commission.....	22 N. Second st.
Goerger, G. A....	Wm. Goerger Malting Co.		1701 Singleton st.
Goetz, Victor.....	Zirnheld & Glosemeyer,	Millers' Agent.....	1432 N. Broadway
Goldman, J. D....	Lesser, Goldman Cotton Co.,	Cotton Factors.....	112 S. Main st.
Goldsmith, Henry.....	Eureka Mills	Co.....	3505 Gratiot st.
Goldsmith, Jacob.....		Wool and Furs.....	18 N. Main st.
Goodall, John R....	W. H. Markham & Son,	Insurance.....	906 Century Building.
Goodnow, Frank.....	Miss. Valley Elev. &	Grain Co.....	Gay Bldg.
Goodrich, Frank....	Hoffman Hdg. & Stave	Co.....	Dexter, Mo.
Gordon, Samuel.....	Cox & Gordon	Provisions.....	1019 S. Third st.
Gordan, Thos. P.....		Grain..	Bd. of T. Bldg., St. Joseph, Mo.
Gore, W. S.....	DuQuoin Mill Co.,		DuQuoin, Ill.
Gormaly, C. A.....	Grand Trunk Ry.		805 Merchants'-Laclede Bldg.
Grafeman, Wm.....	Grafeman Dairy Co.		2101 Morgan st.
Graham, G. L.....	G. L. Graham & Co.,	Com.....	301 Cham. of Com.
Graham, Robt. S.....	G. L. Graham & Co.,	Commission.....	301 Cham. of Com.
Grant, W. D.....	W. D. Grant Pkg. Co.,	Pork Packer... ..	3830 Garfield ave.
Grant, Alex D.....		Broker.....	Commonwealth Tr. Bldg.
Gratz, Benj., Jr....	Warren, Jones & Gratz,	Bagging.....	102 Rialto Building.
Graves, Oswald.....	Sidney C. Love & Co.,		207 Cham. of Com.
Graves, W. W.....	National Biscuit Co.,		205 LaSalle st., Chicago, Ill.
Green, Francis X....	The Chas. Green Real	Estate Co....	426 Lincoln Trust Bldg.
Green, Chas.....	Chas. Green Real Est. Co.,		426 Lincoln Trust Bldg.
Green, James.....	Laclede Fire Brick Mfg.	Co....	Manchester and Sulphur aves.
Green, R. S.....	D. P. Byrne & Co.,	Commission.....	318 Cham. of Com.
Green, W. L., Jr.....			Pasadena, Cal.
Greer, Robert C.....	R. C. Greer & Sons	Realty Co.....	109 N. Ninth st.
Gregg, Norris B....	Mound City Pt. & Col. Co.,	Paints and Oils.....	811 N. Sixth st.
Gregg, W. H., Jr.	Mound City Pt. & Col. Co.,	Paints and Oils.....	811 N. Sixth st.
Gregory, James A.....			5408 Maple ave.
Greve, Henry.....	John Wahl Com. Co.,		414 Cham. Com.
Grier, David P.....	S. A. L. Ry., Com'l Agt.		804 Merchants'-Laclede Bldg.
Grier, J. P.....			
Griesedieck, Paul H...	H. Griesedieck Malting Co.....		1134 S. Twelfth st.
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Henry C..	Consumers Brewing Co.....		1900 Shenandoah ave.
Griesedieck, Henry, Jr..	Nat'l. Brew'y Co., Br'wrs...		Eighteenth and Gratiot sts.
Griesedieck, H. L....	H. L. Griesedieck Distilling Co.....		715 N. Sixth st.
Griesedieck, Frank.....	Malster		1110 Park ave.

Name.	Firm.	Business.	Location.
Griffin, T.....			813 S. Fourth st.
Grimm, Henry J.....	Grimm & Co.		620 Chestnut st.
Grone, Ed.....	Grone & Co.,	Soda.....	13 S. Eleventh st.
Grone, Herman....	St. Louis Brewing Assn.		2219 Clark ave.
Grone, John G....	St. Louis Brewing Assn.,	Brewery.....	2219 Clark ave.
Gronemeyer, C. L.....			2254 Clark ave.
Grossheider, Aug. F.....		Hay and Grain	2817 Easton ave.
Grubbs, H. B.....	Biscuit Cracker Mfg. Co.		Irving Bldg., New York City
Gruet, John P.....			Fullerton Bldg.
Guerdan, N.....	Guerdan Hat Co.		Broadway and Walnut st.
Haarstick, Hy. C....	St. Louis Union Trust Co.,		Fourth and Locust
Haarstick, Wm. T....	Herf & Frerichs Chem. Co.		48 Gay Bldg.
Haering, John Jacob..	J. J. Haering & Stegmann,	Teamster.....	2016 S. Ninth st.
Haeussler, Herman A....	H. A. & H. H. Haeussler,	Lawyer.	303 Merchants'-Laclede Bldg.
Haffner, W.....	North Market Feed Co.		1906 Whittier st.
Hagar, Wm. G.....	Western Iron & Supply Co.		938 N 2nd st.
Hagen, F. W....	Corn Products Refining Co.		813 Spruce st.
Hagerman, James.....			606 Wainwright Building.
Hahn, C. J.....	Carlyle Mill Co.		506 Cham. of Com.
Haley, Claude E.....	D. I. Bushnell & Co.,	Seeds.....	109 N. Second st.
Hall, Chas. E.....	Langenberg Bros. & Co.,	Commission	417 Cham. of Com.
Hall, Edward P.....	Nanson Com. Co.		202 Cham. of Com.
Hall, Geo. H.....	Nanson Commission Co.		202 Cham. of Com.
Hall, John E.....	John E. Hall Com. Co.		418 Cham. of Com.
Hall, Louis T.....	Nanson Commission Co.		202 Cham. of Com.
Hall, Marshall.....	W. L. Green Com. Co.		203 Cham. Com.
Hallet, F. A.....	Hallet & Co.,	Grain.....	Minneapolis, Minn.
Halliday, H. E....	H. L. Halliday Mfg. Co.,		Cairo, Ill.
Hamilton, Alexander....	Gartside Coal Co.,	Coal.....	1121 Pine st.
Hammel, A. B.....	Trenton Milling Co.		Trenton, Ill.
Hammer, L. F.....	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Hammond, Walter P.....			
Handlan, A. H....	Handlan Buck Mfg. Co.,	Railroad Supplies.....	210 N. Third st.
Hanebrink, C. J.....			3609 N. Ninth st.
Hannauer, Geo.....	Wiggins Ferry Co.,	Superintendent....	204 Union Station.
Hannigan, K. B.....	Southern Ry.		206 Merchants'-Laclede Bldg.
Hanson, C. T.....	P. B. Mathiason Mfg. Co.		5310 N. Second st.
Hanson, P. M....	Nat'l Enam. & Stamp'g Co.,	Traffic Mngr.....	2nd st. and Cass ave.
Hardy, Geo. S.....	Hardy Grain Co.		Union City, Tenn.
Harig, Albert J....	Mo. Tent & Awning Co.		Second and Chestnut sta.
Harrington, Chas....	International M. & M. Co.		Ninth and Locust sta.
Harrington, Charles M....	The Van Dusen-Harrington Co.		Minneapolis, Minn.
Harris, Benj.....	B. Harris & Co.,	Wool.....	Second and Walnut st.
Harrison, W. B.....	W. L. Green Com. Co.		203 Cham. Com.
Harroun, A. L....	Nash-Ferguson Grain Co.		Kansas City, Mo.
Harsh, George.....	Harsh Bros. & Co.,	Grain.....	813 Cham. Com.
Harsh, P. W.....	Harsh Bros. & Co.,	Grain.....	813 Cham. Com.
Harstick, J. C.....	Excelsior Brewery,	Teamster.....	5 S. Seventeenth st.
Hart, Edward S.....	R. P. Studley & Co.,	Printing.....	513 Market st.
Hartmann, Ernst....	E. Hartmann Hide & Leather Co.		1906 Shenandoah ave.
Hartmann, Rudolph..	R. Hartmann & Co.,	Commission.....	14 S. Second st.
Hartman, John....	St. Louis Enameling Co.,	President.....	9th and Monroe sta.
Hartnett, Jos. P....	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Harvey, Geo. Jr.....	Harvey & Hall,		1509 Chemical Bldg.
Hattersley, F....	F. Hattersley Brokers & Com. Co.		205 Pine st.
Hattersley, Jos....	F. Hattersley Brokers & Com. Co.		205 Pine st.
Hauelsen, F. G.....	Hauelsen Bros.,	Produce.....	1017 N. Third st.
Hawes, Harry B....	Johnson, Houts, Marlatt & Hawes,	Lawyer..	705 Carleton Bldg.
Hayden, T. F.....			2003 Olive st.

Name.	Firm.	Business.	Location.
Haynes, Delos R.	Haynes Bros.	Real Estate..	1026 Mo. Trust Building.
Haynes, W. J.	Haynes-Langenberg Mfg. Co.		23rd & Lucas ave.
Hays, W. B.	Poplar Bluff Elev. & Milling Co.		Poplar Bluff, Mo.
Hazard, Wm. P.	Banner Rubber Co.		Bittner and Kenrick sts.
Healey, E. S.			
Heath, A. J.	A. J. Heath & Co.	Commission	524 N. Main st.
Heege, Albert.	Albert Heege Gro. Co.	Grocer	Clayton, Mo.
Heger, Frederick	Heger & Selferth,	Game, etc.	123 N. Main st.
Hell, Geo. L.	Hell Packing Co.		1100 Missouri ave.
Heinrichsmeyer, Henry		Feed	6830 S. Broadway.
Helein, Geo. A.		Cooperage	418 S. Fourteenth st.
Helery, M. F.		Retail Liquors	112 N. Third st.
Helm, Louis	Milliken-Helm Com. Co.		Granite Bldg.
Heltzell, D. S.	D. S. Heltzell & Co.		511 Cham. Com.
Heman, G. A.		Contractor	1221 N. Jefferson av.
Heman, John C.	Heman Construction Co.		512 Fullerton Bldg.
Hemenway, Wm. D.	The Insurance Agency Co.		902 Century Bldg.
Hendee, S. A.	S. A. Hendee & Co.	Grain	Bushnell, Ill.
Henry, Frank R.	St. Louis Transit Co.	Auditor	8869 Park ave.
Henson, Mark		Banker	Granite City, Ill.
Herf, O.	Herf & Frerichs Chemical Co.		48 Gay Bldg.
Hermann, L. C.	Hermann Oak Leather Co.		Main and Angelica sts.
Hesse, Ludwig	Kehler Flour Mills Co.	Treasurer	401 Cham. Com.
Heydt, John B.	Heydt Bakery Co.		1611 Biddle st.
Heyman, Wm.	Lackawana Line,	Agent	Merchants'-Laclede Bldg.
Hezel, Charles		Deceased	
Hezel, Charles, Jr.	Hezel Milling Co.		15th st. and So. Ry., East St. Louis, Ill.
Hezel, E. T.	Hezel Milling Co.		15th st. and So. Ry., East St. Louis, Ill.
Hezel, Frank	Hezel Milling Co.		15th st. and So. Ry., East St. Louis, Ill.
Hilke, Christoph		Flour and Feed	8747 N. Broadway.
Hilke, Christ H.	Prairie Ave. Feed Store		4820 N. Broadway.
Hill, Ewing	Western Advertising Co.		Star Bldg.
Hill, Wm. T.	J. H. Teasdale Commission Co.		103 N. Third st.
Hill, G. W.			1743 Preston place
Hill, Walker	Mechanics'-American Nat'l Bank, President		Broadway & Locust
Hilliard, W. T.	Erie Dispatch,		201 Carleton Bldg.
Hilliard, Hy. P.	Mechanics'-American Nat'l Bk.		Broadway and Locust st.
Hilmer, Edward C.	Hilmer Com. Co.		824 N. Third st.
Hinchman, J. G.		Prov'n Inspector	406 N. Second st.
Hindman, James H.		Farmer	Rockwood, Ill.
Hirsch, L. B.	Cal. Hirsch & Sons Iron & Rail Co.		509 Olive st.
Hirschberg, F. D.	F. D. Hirschberg & Co.	Insurance	123 N. Third st.
Hitchcock, E. A.	Secretary of the Interior,		Washington, D. C.
Hodapp, Harry W.	Goffe & Carkener Co.	Grain	514 Cham. Com.
Hodge, James	United Grain Co.		29 Produce Exchange, Toledo, Ohio.
Hodgman, E. M.		Stock Broker	210 Rialto Bldg.
Hodgkins, Elbert	Kehler Flour Mills Co.	Flour	401 Cham. of Com.
Hoffman, Geo. E.	Merchants'-Laclede Nat. Bk., Cashier		Fourth and Olive sts.
Hofmann, F. W.	Hofmann Bros. Pro. Co.	Prod. Com	700 N. Second st.
Hofmann, E. G.	Hofmann Bros. Pro. Co.	Prod. Com	700 N. Second st.
Hogenmiller, John A.	Hogenmiller Com. Co.		714 N. Third st.
Hoit, James Willis	Hoit Grain Co.		Minneapolis, Minn.
Hoit, Lowell S.	Lowell Hoit & Co.	Com.	52 Bd. of Trade, Chicago.
Holbrook, Walter J.	Holbrook-Blackwelder R. Est. Trust Co.		812 Olive st.
Holland, James F.	Annan-Burg & Co.		107 N. Third st.
Holliday, Joseph G.	Attorney-at-Law		410 Merchants'-Laclede Bldg.
Holliday, Omar	Fulton Bag & Burlap Co.		612 S. Seventh st.
Hollmann, Julius			702 N. Third st.
Holmes, Jesse H.	H. & L. Chase Bag Co.		18 N. Main st.
Hopkins, James			Security Bldg.
Hopkins, Sam'l G.	Vandalia R. R. Co.		Seventh and Olive sts.
Hopkins, W. M.	Kenkel, Hopkins & Co.	Grain	Minneapolis, Minn.
Hoppius, Herman F.	Mullen & Hoppius Painting Co		114 Olive st.
Horn, Benjamin F.	Benj. F. Horn Cooperage Co.		100 Mo. ave., E. St. Louis, Ill.
Horn, Benj. F., Jr.	Benj. F. Horn Cooperage Co.		100 Mo. ave., E. St. Louis, Ill.

Name.	Firm.	Business.	Location.
Horn, Chas. W.	Benj. F. Horn Cooperage Co....	100 Mo. ave., E. St. Louis, Ill.	
Horner, E. P.	Allen-West Com. Co.,	104 S. Main st.	
Hornsby, Joseph L.	Attorney.....	520 Rialto Bldg.	
Howard, F. F.	W. P. Howard & Co.,	Commission.....	408 N. Levee
Howard, J. J.	Lawyer	617 Roe Bldg,	
Hoyt, E. R.	Hoyt Metal Co.,	Secretary..	Merchants'-Laclede Bldg.
Hubbard, Robt. M.	Hubbard & Moffitt,	Commission Co.	Granite Bldg.
Hudson, H. Newton.	Hoyt Metal Co.	.....	Merchants'-Laclede Bldg.
Hudson, Wm. A.	Hudson Bros. Com. Co.,	Commission.....	212 N. Second st.
Huegely, Julius.	Huegely Milling Co.	.....	Nashville, Ill.
Hug, Henry.	Laclede Hay & Grain Co.,	.....	110 So. Jefferson ave.
Hughes, H. H.	Hughes Warehouse & Elevator Co.	.....	Nashville, Tenn.
Hull, Wm. L. ....	.....	520 Cham. of Com.	
Hunicke, John.	St. Louis Brewing Assn.	.....	8301 Vista ave.
Hunn, Eugene F.	C. H. Canby & Co.	.....	Cham. of Com.
Hunter, E. O.	Hunter Bros. Milling Co.	.....	60 Gay Bldg.
Hunter, Henry.	Chris. Sharp Com. Co.,	.....	202 N. Main st.
Huntley, Ernest E.	Com.	829 Bd. of Trade, Omaha, Neb.	
Huppert, W. E.	Klausman Brewery Co.	Manager.....	8639 S. Broadway.
Husted, Edward C. ....	.....	114 S. Sixth st., Terre Haute, Ind.	
Hutchinson, Jas.	Jas. Hutchinson & Sons,	Sugar Brokers	712 Spruce st.
Huttig, C. H.	Third National Bank,	President.....	417 Olive st.

Ichtertz, Geo. J.	W. A. Gardner & Co.,	Commission.....	209 Cham. Com.
Imbs, Joseph F.	J. F. Imbs Milling Co.	.....	63 Gay Bldg.
Imbs, Al. V.	J. F. Imbs Milling Co.	.....	63 Gay Bldg.
Immer, E. B. ....	.....	Grain.....	407 Cham. Com.
Inman, Bruce.	Thresher & Fuller,	Grain.....	Bd. of T., Kansas City, Mo.
Isaacs, Chas. W.	Sherry-Bacon Grain Co.	.....	218 Cham. of Com.
Ismert, Joseph.	Pinckneyville Milling Co.	.....	Pinckneyville, Ill.

Jackson, Horace. ....	.....	Grain ..	79 Bd. of Trade, Chicago, Ill.
Jackson, Howard B.	Jackson Bros. & Co.,	.....	818 Postal Tel. Bldg., Chicago.
Jackson, I. Ernest.	Jackson Grain Co.	.....	Cedar Rapids, Iowa
Jacobs, F. E.	T. E. Price & Co.	.....	111 Cham. of Com.
Jameson, Francis A.	Bemis Omaha Bag Co.	.....	Omaha, Neb.
Jannopoulos, D.	Mo. Tent & Awning Co.,	Tents.....	210 Chestnut st.
Jaquith, A. B.	Exchange Grain Co.	.....	Omaha, Neb.
Jasper, Louis A.	Jasper & Sellmeyer,	Commission.....	835 N. Third st.
Jenkins, B. C. ....	.....	Broker... Commonwealth Trust Bldg.	
Johns, H. A.	Picker & Beardsley.	.....	118 N. Main st.
Johnson, Albert S.	Terminal R. R. Assn.	.....	Twelfth and Poplar sts.
Johnson, Frank N. ....	.....	1426 Missouri Trust Bldg.	
Johnson, M. B.	T. E. Price & Co.,	Commission.....	111 N. Third st.
Johnston, George S.	Johnston T. F. & Met. Co.,	Tin Foil Manuf.	6016 S. Broadway.
Johnston, Wm. C.	Donk Bros.,	Coal & Coke Co.	814 N. Fourth st.
Jolley, E. M.	Missouri Grain Co.	.....	331 B. of T., Kansas City, Mo.
Jones, Breck.	Miss. Valley Trust Co.,	President.....	201 N. Fourth st.
Jones, Charles, Jr. ....	.....	.....	Labadie, Mo.
Jones, C. Norman.	St. Louis Brewing Assn.	.....	702 Wainwright Building.
Jones, Geo. P.	Geo. P. Jones & Co.,	Oil.....	704 N. Main st.
Jones, Geo. W.	Evans & Howard Fire Brick Co.	.....	920 Market st.
Jones, Vincent M.	John Mullally Com. Co.	.....	405 Chamber of Commerce.
Jones, W. R.	Reuter-Jones Mfg. Co.	.....	1611 S. Third st.

Name.	Firm.	Business.	Location.
Jordan, S. P.....	P. P. Williams	Grain Co.....	408 Cham. of Com.
Judson, F. N.....	Judson & Green,	Lawyers.....	500 Rialto Building.
Judd, W. D.....		Grain.....	Granite Bldg.
Kaehler, E.....	Interstate Despatch,	Agent.....	305 Houser Building.
Kaiser, Henry.....	John G. Kaiser Grocery Co.,	Grocers.....	901 Franklin ave.
Kaiser, Jacob.....		Deceased.....	
Kalb, C. R.....	G. O. Kalb & Son,	Insurance.....	910 Century Bldg.
Karns, W. H.....		Commission.....	301 Cham. Com.
Kauffman, H. M.....	G. H. Walker & Co.,	Broker.....	307 N. Fourth st.
Kauffman, F. E.....	Bernet, Craft & Kauffman	Milling Co.....	37 Gay Bldg.
Kavanaugh, W. K.....	Wiggins Ferry Co.,	President.....	918 Security Bldg.
Keeble, W. B.....	Senter Commission Co.,	Commission.....	25 S. Third st.
Keheler, P. F.....		Broker.....	313 Olive st.
Kehoe, C. J.....	F. D. Hirschberg & Co.,	Insurance.....	123 N. Third st.
Kehlor, D. M.....			5163 Fairmount ave.
Kehlor, J. B. M.....		Deceased.....	
Keirsey, W. H.....	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Keiser, C. J.....	Keiser Bros. Milling Co.,	Flour.....	Mt. Olive, Ill.
Keiser, Robert H.....	John P. Keiser Estate,	Real Estate.....	620 Security Bldg.
Kelly, E. M.....	Liberty Mills,		Nashville, Tenn.
Kemper, Wm. T.....	Wm. T. Kemper Elev. Co.,		1423 W. 9th st., Kansas City, Mo.
Kennard, Sam. M.....	J. Kennard & Sons Carpet	Co., Carpets..	Fourth and Washington
Kennedy, Maxwell.....	Kennedy Grain Co.		107 N. Third st.
Kennedy, Samuel G.....		Insurance.....	910 Century Building.
Kennett, Wm. P.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Kent, H. V.....	Kent & Purdy Paint Co.		701 N. Second st.
Kerens, Vincent.....	Kerens-Donnewald Coal	Co.....	214 Rialto Bldg.
Kern, Chas.....	Union Biscuit Co.		Sixth and Carr sts.
Kerr, J. H.....	American Refrigerator Transit	Co.....	410 Century Bldg.
Ketchum, Horace F.....	C. H. Albers Com.	Co.....	400 Chamber of Commerce.
Keyes, Archie A.....		Insurance Agent.....	816 Olive st.
Keyes, S. P.....	Keyes & Marshall Bros.,	Livery.....	1005 N. Grand ave.
Kidston, James.....	James Kidston & Co.,	Com'n..	624 Postal Tel. Bldg., Chicago
Kiely, P. M.....	P. M. Kiely & Co.,	Commission.....	903 N. Fourth st.
King, Goodman.....	Mermod, Jaccard & King	Jewelry Co..	Broadway and Locust st.
King, Lawrence L.....		Fire Insurance.....	885 Century Bldg.
King, Wm. J. 2nd.....	Mass. Mutual Life,	Manager.....	216 Century Bldg.
Kingsland, L. D.....	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo.....	Kingsland, Kay & Cook Mfg. Co.,		Eleventh and Mullanphy sts.
Kinsella, Lawrence J.....	Kinsella & Co.,	City Weighers....	22 S. Commercial st.
Kinsella, Wm. J.....	Hanley & Kinsella Coffee	and Spice Co.....	715 Spruce st.
Kissner, John.....	Foskett-Kissner Feed Co.,	Feed.....	4325 N. Broadway.
Klasing, Aug. F.....		Groceries and Feed..	5034 N. Broadway
Klauber, John.....	A. Klauber & Sons Iron	& Metal Co.....	511 S. Fourth st.
Klauber, Daniel.....	A. Klauber & Sons Iron	& Metal Co.....	511 S. Fourth st.
Klein, Jacob.....	Klein & Hough,	Attorneys.....	902 Rialto Bldg.
Klein, Jno. S.....	Nulsen-Klein-Krausse Mfg. Co.,	Dry Paints..	Sidney st. and Levee.
Knapp, H. R.....	W. E. Knapp & Co.,	Commission.....	412 Cham. Com.
Knapp, W. E.....	W. E. Knapp Com. Co.		412 Cham. Com.
Knebel, L.....	L. Knebel & Co.,	Grain and Lumber.....	Pierron, Ill.
Knehans, H. W., Jr.....	H. W. Knehans Com.	Co.....	913 N. Fourth st.
Knight, Geo. W. J.....	Meyer Bros. Drug Co.		Fourth st. and Clark ave.
Knight, Harry F.....	A. G. Edwards & Son,		412 Olive st.
Knox, C. G.....	National Stock Yards,	V.-Pres....	National Stock Yards, Ill.
Koechig, Wm.....	Jos. A. Buckland & Co.,	Hay and Grain.....	103 S. Third st.
Koehler, C.....	Columbia Brewing Co.		Twentieth and Madison sts.
Koehler, Henry, Jr.....	American Brewing Co.		2825 S. Broadway
Koehler, Hugo A.....	The American Bw'g. Co.,		2825 S. Broadway.
Koehler, Julius H.....	Columbia Br'wing Co.,		Twentieth and Madison st.
Koenigsmark, A. J.....	Koenigsmark Mill Co.		Waterloo, Ill.

Name.	Firm.	Business.	Location.
Koenigsmark, Jacob J.	Koenigsmark Mill Co.	Flour Mill.	Waterloo.
Koenigsmark, T.	Koenigsmark Mill Co.	Milling.	3011 Russell
Kohl, F.	Granite City Lime & Cement Co.		Venice.
Kohn, B. D.			315 N. Fourth
Kolb, Adolph.	Southern Feed Co.	Pres. and Treas.	911 S. Seventh
Kotany, M.		Stock and Bond Broker.	409 Olive
Kracht, Arthur.	Bemis Bros. Bag Co.		601 S. Fourth
Kracke, J. H.	J. H. Kracke Grain Co.		Clinton, Mo.
Krausse, E. B., Jr.	Nulsen, Klein & Krausse	Mfg. & Mining Co.	Levee & Side
Krausenlock, E. C.	Gessler & Krausenlock	Brokers.	411 Olive
Krenning, H. B.	Krenning Investment Co.		1315 N. Vandeventer
Kretschmar, Ernest.		Provisions.	2700 Cherokee
Krey, Fred.	Krey Packing Co.	Pork Packers.	21st and Bremen
Krite, F. H.	Hazel Milling Co.	Millers.	East St. Louis, Mo.
Kroeger, Mathias.	Henry Sayers & Co.	Commission.	502 Cham. Com.
Kron, A.		Deceased.	
Kuenke, Henry.		Flour and Feed.	2853 Gravois
Kuhlman, Henry W.	H. W. Kuhlman & Son	Feed.	2304 Bremen
Kuhn, Robert C.	Bartlett, Kuhn & Co.	Grain and Hay	Evansville, Ind.
Kuba, H. W.		Retired.	1718 Hall
Kupferle, E.	Kupferle Bros. Mfg. Co.		600 N. Second
Lackland, R. J.	Boatmen's Bank,	President.	4th and Washington ave.
Lackland, Edgar C.			Merchants'-LaClede Bldg.
Lacy, J. R.	J. R. Lacy & Co.	Hay and Grain.	2125 N. Broadway
Lahev, Thos. P.	T. E. Price & Co.	Commission	111 N. Third st.
	W. H. Lake & Co.	Grain.	50 Board of Trade, Chicago
		Broker.	209 Cham. of Com.
	J. H. Teasdale Com. Co.		103 N. Third st.
	Hardy Grain Co.	Commission.	521 Cham. Com.
	Louis Landau & Co.	Grocers.	817 N. Second st.
	Braun-Lang Com. Co.	Flour and Commission.	Gay Bldg.
	B. H. Lang & Co.	Commission.	504 Cham. of Com.
	B. H. Lang & Co.		504 Cham. of Com.
	Langenberg Bro. & Co.	Commission	417 Cham. of Com.
	Langenberg Bro. & Co.	Commission	417 Cham. of Com.
	Langenberg Bro. & Co.	Commission	417 Cham. of Com.
	Langenberg Bro. & Co.	Commission	417 Cham. of Com.
	F., Haynes-Langenberg Mfg. Co.	Furnaces.	23rd and Lucas ave.
	Langton & Garneau,	Prov. Broker.	421 S. Seventh st.
		Grain.	Granite Bldg.
	Thos. Bennett & Co.	Brokers.	305 Cham. Com.
	Elk Valley Farming Co.		Larimore, N. Dakota.
	Elk Valley Farming Co.		Larimore, N. Dakota.
	J. J. Latal Slate Co.		1518 N. Tenth st.
			1911 California ave.
	Maxwell & Crouch Mule Co.		National Stock Yards.
Lauber, Wm.	Picker & Beardsley,	Commission.	118 N. Main st.
Laughlin, J. R.		Real Estate.	606 Fullerton Bldg.
Laux, Anton J.	Laux Packing Co.		113-B Russell ave.
Lawnin, Jos. D.		Lumber.	807 N. Levee.
Leask, Arthur.		Broker.	400 Postal Tel. Bldg., Chicago
LeCompte, Jos.	Lexington Roller Mills	Co.	Lexington, Ky.
Ledwidge, John J.	D. P. Byrne & Co.	Commission.	318 Cham. Com.
Lee, W. H.	Merchants'-LaClede Nat'l Bk.	Pres.	Fourth and Olive sts.
Leftwich, W. M.	St. Louis Storage & Com.	Co.	38th st. and Lawton ave.
Lehman, Meyer.	Anchor Hay & Grain Co.		Twenty-second and Morgan sts.
Lehman, S. M.	Lehman Bros.	Commission.	16 William st., N. Y.
Lelong, A. A.	Citizens' Bank,	2nd Vice-President.	New Orleans.

Name.	Firm.	Business.	Location.
Lemp, Louis F....	W. J. Lemp Brewing Co.,	Supt	Thirteenth and Cherokee.
Lemp, Wm. J., Jr..	W. J. Lemp Brew ng Co.,	V-Pres't...	Thirteenth and Cherokee.
Lemp, Carl A....	W. J. Lemp Brewing Co.,	Treas	Thirteenth and Cherokee.
Lemp, Edwin A.....	Lemp Brewing Co.	.....	Thirteenth and Cherokee.
Leonhardt, Arthur T.....	Saxony Mills,	.....	812 Lombard st.
Leonhardt, R. H.....	Saxony Mills,	Flour.....	812 Lombard st.
Lepp, Henry .....	.....	Flour Mill.....	DeSoto, Mo.
Levy, Falk.....	.....	Mdse. Broker.....	1012 Lucas ave.
Lewis, George H.....	Lawrenceburg Roller	Mills Co.....	Lawrenceburg, Ind.
Lewis, J. R.....	.....	.....	207 Cham. of Com.
Lewis, Chas. E.....	Chas. E. Lewis & Co.,	Brokers..C. of C.,	Minneapolis, Minn.
Liermann, John C.....	.....	Feed.....	8228 S. Thirteenth st.
Lindman, Oscar F.....	.....	.....	837 Postal Tel. Bldg., Chicago
Lindsay, John W.....	B. & O. S.-W. R. R.,	C. F. A.....	Sixth and Olive sts.
Linn, C. M.....	Cooper & Linn,	Grain, etc.....	Humboldt, Neb.
Lippelt, G. H.....	G. H. Lippelt & Co.,	Dry Goods.....	501 Fullerton Bldg.
Liquin, K. K.....	Clinton Grain Co.	.....	Clinton, Iowa.
Litchfield, Parker H....	The Modern Miller	Co.....	80 Gay Bldg.
Little, Wm. C.....	Little & Hays Inv. Co.,	.....	803 N. Fourth st.
Little, H. J.....	Little & Hays Inv. Co.,	.....	803 N. Fourth st.
Lockwood, B. A.....	B. A. Lockwood Grain	Co.....	Des Moines, Iowa
Lockwood, James Y.....	Southern Coal &	Mining Co.,.....	918 Security Bldg.
Logeman, C. A....	F. H. Logeman Chair Co.	.....	2000 N. Main st.
Lohmann, Wm. H.....	.....	Hay and Grain.....	614 Ann ave.
Lonergan, T. J.....	T. J. Lonergan & Co.	.....	506 Cham. of Com.
Lonsdale, C. W.....	Home Grain Co.	205 Exchange Bldg.,	Kansas City, Mo.
Lonsdale, John G.....	Logan & Bryan,	Com. Brokers.....	14 Wall st., N. Y.
Lorenz, Henry.....	.....	Farmer.....	St. Marys, Mo.
Lothman, Wm.....	Lothman Cypress Co.	.....	Levee and Angelica st.
Louderman, John H.....	.....	.....	510 Pine st.
Louderman, Jno. H., Jr.....	.....	.....	510 Pine st.
Louderman, Henry B.....	.....	.....	510 Pine st.
Louderman, H. B., Jr. ....	.....	.....	Roe Bldg.
Love, John E.....	Love & Sons,	Real Estate.....	802 Chestnut st.
Love, Sidney C.....	Sidney C. Love & Co.,	Grain, etc.....	207 Cham. Com.
Iucas, John B. C.....	Miller & Fairbault,	Real Estate.....	701 Chestnut st.
Ludington, Elliot K.....	H. & L. Chase Bag	Co.....	18 N. Main st.
Ludington, F. H.....	H. & L. Chase Bag Co.,	.....	18 N. Main st.
Luehrmann, Aug. F. W..	Luehrmann Bros.	Hay & Grain Co, Com...	2300 N. 2nd st.
Lueking, A. C.....	.....	Drayman...	8th and Washington ave.
Lueking, H. A....	Rice, Stix Dry Goods Co.	.....	Tenth st. and Washington ave.
Lumaghi, Joseph D.....	Lumaghi Coal Co.	.....	411 Olive st.
Lusk, Isaac P.....	Diamond Jo Line,	Secretary.....	Foot of Wash'n ave.
Luth, Fred. L.....	St. Louis Union Packing	Co.....	Second st. and Bremen ave.
Lyle, Hugh Ranken....	Miss. Val. Trust Co..	Ass't Sec'y.....	Fourth and Pine sts.
Lyons, W. L.....	W. L. Lyons & Co.,	Brokers..	5th & Main, Louisville, Ky.

Mack, Henry W.....	Connor Bros. & Co.,	Commission.....	46 Gay Building.
Mackey, John.....	Lucas & Ensley Co.	.....	301 Cham. Com.
Macklin, John J.....	Star Feed Co.	.....	4521 Easton ave.
Maffitt, Wm. C.....	.....	.....	518 Security Building.
Magee, J. B.....	Redman, Magee & Co.,	Grain.....	Cairo, Ill.
Maguire Chas. J.....	Maguire Coal Co.	.....	411 Olive st.
Maguire, Louis T.....	Oriel Glass Co.	.....	617 Chestnut st.
Maley, John H.....	.....	Farmer.....	Upper Alton, Ill.
Maltby, Ernest V....	Wright, Bogert & Co.,	Com.....	Postal Tel. Bldg., Chicago
Mann, T. L.....	H. Griesedieck & Co.,	Malsters.....	1134 S. Twelfth st.
Manning, Hebert N..	Smith, Vincent & Co.,	Commission.....	72 Gay Bldg.
Mansur, C. W.....	John Deere Plow Co.	.....	Broadway and Mouroe st.
Marcy, Geo. E.....	Armour Grain Co.	.....	205 La Salle st., Chicago.

Name.	Firm.	Business.	Location.
Markham, G. D.....	W. H. Markham & Son,	Insurance.....	906 Century Bldg.
Marks, David A.....	Continental Brick Co.		500 Benoist Bldg.
Marquis, P. S.....	S. E. Barrett Mfg. Co.,	Gravel Roofing...	1100 Fullerton Bldg.
Marshall, Ben F....	Ben F. Marshall & Co.,	Grain.....	Blodgett, Mo.
Marshall, J. D.....		Livery.....	5263 Delmar ave.
Marshall, S. T.....	Fresch-Marshall Co.		506 Cham. Com.
Marten, Lewis F.....		Grain and Flour.....	St. Charles, Mo.
Martin, C. T.....		Nat'l Bd. of Trade, Kansas City, Mo.	
Martin, Geo. C., Jr...	Goffe & Carkener Co.,	Com'n.....	514 Cham. Com.
Martin, M., Jr.....	Jos. Glaser & Co.		317 Olive st.
Martin, Thos. King....	G. L. Graham & Co.		301 Cham. Com.
Martin, Thos. L.....	Annan, Burg & Co.		107 Cham. Com.
Mason, Geo. M.....			4430 Laclede ave.
Massengale, John E..	St. Louis & Tenn. Riv.	Pack. Co., Sec.....	Foot of Pine st.
Matthews, Geo. T.....	Geo. T. Matthews &	Co., Oils, etc.....	20 S. Main st.
Matthews, Joseph R..	The Corno Mills Co.		East St. Louis, Ill.
Maune, Aug.....	Aug. Maune R. E. & F. Co.,	Real Estate.....	2246 Sullivan ave.
Mayer, Fred.....	Mayer F. & J. Co.,	Fertilizers.....	5502 N. Bulwer ave.
Meek, A. J.....	Meek Milling Co.,	Millers.....	Marissa, Ill.
Meek, William E.....	Meek Milling Co.		Marissa, Ill.
Megginson, L. M.....	Red Line,	Agent.....	711 Carleton Bldg.
Meier, Theo. G.....	Heine Safety Boiler Co.,		707 Commonwealth Trust Bldg.
Meier, Louis J.....	Brockmeier & Co.,	Commission.....	523 N. Second st.
Mephram, Geo. S.....	G. S. Mephram & Co.,	Colors, etc.....	East St. Louis, Ill.
Merrell, H. S.....	J. S. Merrell Drug Co.		Fourth and Market sta.
Merriam, Nathan....	Merriam-Holmquest	Co., Grain..	108 B. of T., Omaha, Neb.
Mertz, Jacob W.....			Webster Groves, Mo.
Messmore, John L....	Ballard, Messmore &	Co., Commission..	520 Cham. of Com.
Meyer, Adolph A.....	Meyer Supply Co.,	Brewers' Supplies.....	22 S. Main st.
Meyer, Edw. J.....	Peter H. Meyer & Sons	Hay and Grain Co...	1308 N. Ninth st.
Meyer, Edwin J.....	Wash'n Mut. Fire	Ins. Co.....	421 Olive st.
Meyer, Ferd P.....	John F. Meyer & Sons,	Miller..	723 Merchants'-Laclede Bldg.
Meyer, George F....	St. Louis Cooperage Co.,	Treasurer.....	Main and Arsenal sta.
Meyer, John P.....	John P. Meyer & Co.,	Brokers.....	411 Olive st.
Meyer, C. H.....	Meyer Bros. Hay & Grain Co.,	Hay and Grain.....	1109 Cass ave.
Meyer, Theo. F.....	Meyer Bros. Drug Co.,	Druggists.....	Fourth st. & Clark ave.
Meyer, F. Heinrich...	Brinckmeyer-Meyer	Hay & Grain Co....	1111 N. Broadway.
Meyer, John F.....	John F. Meyer & Son,	Millers..	723 Merchants'-Laclede Bldg.
Meyer, Peter H....	Peter H. Meyer & Sons	Hay & Grain Co., Feed..	1308 N. Ninth st.
Meyer, Chas. W.....	St. Louis Brewing	Ass'n.....	1724 Lafayette ave.
Michael, Martin.....			
Michaelis, Ernst.....		Stocks and Bonds ..	304 N. Fourth st.
Midlam, W. T.....	Empire Line,		Fourth and Chestnut sta.
Miller, Aug.....	Miller Grain & Elevator Co.,		68 Gay Bldg.
Miller, J. T.....	W. A. Miller & Co.,	Feed.....	1417 N. Broadway
Miller, Scott A.....	Camp Spring Mill Co.		503 Cham. Com.
Miller, S. B.....			Oswego, Kan.
Miller, W. A.....	W. A. Miller & Co.,	Feed.....	1417 N. Broadway
Milleson, C. D.....	C. D. Milleson & Co.,	Hay and Grain....	East St. Louis, Ill.
Milliken, B. H.....	Milliken-Helm Com. Co.		Granite Bldg.
Milliken, Horace.....	Milliken-Helm Com.	Co.....	Granite Bldg.
Milliken, John T....	Jno. T. Milliken & Co.		316 Clark ave.
Miner, F. J.....	Cella Com. Co.,	Broker.....	Fourth and Pine st.
Mitchell, W. R.....		Broker.....	115 Cham. Com.
Mittler, John G.....			1483 Stewart Place
Moerschel, Jacob....	Empire Brewing Co.		Sarah st. and Wabash tracks.
Moffitt, Charles S....	Hubbard & Moffitt	Com. Co.....	Granite Bldg.
Moffitt, N. L.....	Hubbard & Moffitt	Com. Co.....	Granite Bldg.
Mohlenbrock, Malto..	Mohlenbrock Milling	Co.....	Campbell Hill, Ill.
Mokler, Michael J....	J. B. Buss Flour Mills		3323 Franklin ave.
Monteith, Geo. F.....			
Moore, J. Handy.....		Deceased.....	
Moore, Milton J....	General Roofing Mfg. Co.		17th st. & So. Ry., E. St. L.
Moore, Roy D.....	Printing Telegraph News	Co.....	307 Cham. Com.
Moore, R. P.....	R. P. Moore Milling Co.		Princeton, Ind.

Name.	Firm.	Business.	Location.
Moorhead, Wm. H.	National Co-operative Com. Co.	6 Sherman st., Chicago	
Morgan, Geo. H.	Merchants' Exchange, Secretary	Merchants' Exchange.	
Morris, W. C.	Christy Fire Clay Co.	4771 Morganford rd.	
Morrison, Chas.	Attorney	Waterloo, Ill.	
Morrison, Thomas	Morrison Tent & Awning Co.	115 Olive st.	
Morrison, Robt. W.	R. W. Morrison Const. Co., Builders	113 N. Eighth st.	
Morrison, Fred.	Morrison Bros., Live Stock, etc.	Ramsey, Ills.	
Morrow, E. C.	E. C. Morrow & Bro., Tobacco	Clarksville, Tenn.	
Morse, Samuel S.	Morse Bros., Commission	400 N. Second st.	
Morton, Claude A.	Morton & Co., Commission	509 Cham. of Com.	
Morton, Geo. W.	Geo. W. Morton & Co., Grain, etc.	103 N. Third st.	
Morton, T. B.	Morton & Co., Commission	509 Cham. of Com.	
Moser, Leo	Moser Hotel, Hotel	809 Pine st.	
Mueller, A.	A. Mueller & Co.	407 Cham. of Com.	
Mueller, Henry	Deceased		
Mueller, Theo.		6647 Alabama ave.	
Mueller, William G.	Wm. G. Mueller Produce Co	528 N. Second st.	
Mulcahey, Morris	Teamster	19 N. Main st.	
Mulcahy, Patrick	Builder	301 Odd Fellows' Bldg.	
Mulford, W.	W. Mulford & Co., Brokers	311 Pine st.	
Mullally, Dan'l. S.	Langenberg Bros. & Co., Commission	417 Cham. of Com.	
Mullally, John	Jno. Mullally Com. Co.	405 Chamber of Commerce.	
Mullally, Martin J.	Jno. Mullally Com. Co.	405 Chamber of Commerce.	
Mullally, Jno. D.	National Co-operative Com. Co.	304 Cham. Com.	
Munday, C. B., Jr.	C. B. Munday & Co., Grain	Litchfield, Ills.	
Munson, Tracy	The N. K. Fairbank Co.	Third and Convent sts.	
Murdoch, Wm., Jr.	H. & L. Chase Bag Co.	18 N. Main st.	
Murphy, Daniel J.	S. H. Woodbury & Co., Grain, etc.	60 B. of T., Chicago.	
Murphy, J. H.	Broker, Bonds and Stocks	421 Olive st.	
Murphy, James A.	Jeremiah Murphy Packing Co.	2315 Morgan st.	
Murphy, J. L.	Grain	Pinckneyville, Ills.	
Murphy, P. C.	P. C. Murphy Trunk Co., Trunks	504 N. Third st.	
Murphy, Wm. F.	Jeremiah Murphy Packing Co.	2323 Morgan st.	
Murray, S. E.	National Poultry & Egg Co.	403 Continental Bank Bldg.	
Murrie, L. M.	Farmers Grain Co.	Metropolis, Ills.	
Myers, E. M.	Meyers-Boyd Com. Co.	207 N. Main st.	
Myerson, G. S.	Laux Packing Co.	113 Russell ave.	
Mynders, Arnold H.	St. Louis Salt Co., Salt	220 Pine st.	

McCaull, J. L.	The McCaull-Dinsmore Co.	917 Ch. Com., Minneapolis, Minn.
McChesney, W. S., Jr.	Terminal R. R. Assn., P. and G. M.	Union Station.
McClellan, C. W.	Eaton, McClellan & Co., Commission	19 N. Main st.
McClelland, Frank M.	Tice, Toberman & Co., Grain, etc.	204 N. Third st.
McClellan, Frank P.	Eaton, McClellan & Co., Commission	19 N. Main st.
McClellan, J. S.	Eaton, McClellan & Co., Commission	19 N. Main st.
McClellan, Thos. G.	N., C. & St. L. Ry.	Bank of Commerce Bldg.
McCluney, John H.	State Nat'l Bk. of St. L., V.-P.	Fourth and Locust sts.
McClure, C. E.	Lake Shore F. F. Line, Agent	400 Rialto Building.
McCoy, Wm. C.	W. D. Orthwein Grain Co.	303 Cham. of Com.
McCulloch, Robt.	Uniled Railways Co., V. P. and Gen'l Mgr.	3869 Park ave.
McFarlin, M.	DesMoines Elevator Co.	DesMoines, Iowa
McGeary, Lewis I.	McGeary Bros.	319 Pine st.
McGeary, Brian G.	McGeary Bros.	319 Pine st.
McGee, H. J.	Supervisor of Weighing	132 Cham. Com.
McGehee, Jas. Stewart		4540 Westminster Place
McGrath, James F.	Cumberland Gap Despatch, Agent	206 N. Broadway.
McGrew, Geo. S.	Geo. D. Barnard & Co., Blank Books.	Laclede & Vandeventer.
McGroarty, Edw. J.	Brady & McGroarty Express Co.	115 S. Eleventh st.
McIntyre, Thos. A.	T. A. McIntyre & Co.	71 Broadway, New York.
McKeen, M. M.	M. M. McKeen & Co., Butter and Cheese	6 N. Second st.

MEMBERS OF THE

Name	Firm.	Business.	Location.
McLain, J. T.....	McLain-Alcorn Com. Co.	.....	705 N. Third st.
McLemore, Thos. J....	Bemis Bros. Bag Co.	.....	601 S. Fourth st.
McMahan, J. H.....	.....	.....	201 N. Second st.
McManama, M. G. .	.....	.....	2011 James st.
McMorrow, P. J.....	A. Geisel Mfg. Co.	.....	219 S. Second st.
McNair, L. G....	McNair, Harris Realty Co.,	President.....	Eighth and Locust sts.
McPheeters, T. S....	McPheeters' Wareh. Co.	.....	1100 N. Levee.
McRoberts, Samuel.....	Armour Co.,	Packers.....	205 LaSalle st., Chicago.
McSorley, B. J .....	.....	Broker.....	111 Cham. of Com.

Nagel, Charles.....	Nagel & Kirby,	Lawyer.....	Security Bldg.
Nagle, Richard.....	.....	Teamster.....	205 Pine st.
Napier, Robert C.....	Hubbard & Moffitt	Commission Co.....	Granite Bldg.
Nasse, August.....	.....	Wholesale Grocer.....	209 N. Second st.
Nedderhut, C. Otto.....	.....	.....	105 Cham. Com.
Neilson, H. W.....	Campbell Paint & Glass Co.	.....	Main and Gratiot sts.
Nelson, Emory E.....	Hardy Grain Co.	.....	521 Cham. Com.
Nelson, L. C..L. C. Nelson & J. M. Nelson, Jr.....	.....	.....	923 Security Bldg.
Nelson, J. M., Jr..L. C. Nelson & J. M. Nelson, Jr.....	.....	.....	923 Security Bldg.
Neuhoff, Hector.....	.....	Lawyer.....	410 Merchants'-Laclede Bldg.
Newell, James P.....	Orthwein Inv. Co.,	Stocks & Grain.....	218 N. Fourth st.
Newell, Joseph T....	Carondelet Milling Co.,	Manager.....	7020 S. Broadway.
Newman, W. E.....	Teichmann Com. Co.	.....	62 Gay Bldg.
Nichols, R. M.....	.....	Lawyer.....	421 Olive st.
Nicholls, Chas. C....	Nicholls-Ritter Realty Co.	.....	713 Chestnut st.
Nickerson, John....	Nat'l Bk of Commerce,	V-Pres't.....	Broadway and Olive.
Nicolaus, Henry.....	St. Louis Brew. Assn.,	.....	Ninth and Sidney.
Niedringhaus, Alex....	St. Louis Press Brick Co.	.....	Collins st. and Cass ave.
Niedringhaus, Thos. K.	Nat. Enam. & Stmp. Co.,	Manufs.....	2nd and Cass ave.
Niedringhaus, F. G....	Nat. Enam. & Stmp. Co.,	Manufs.....	2nd and Cass ave.
Niedringhaus, Wm. F..	Nat. Enam. & Stmp. Co.,	Manufs.....	2nd and Cass ave.
Niedringhaus, Geo. W..	Nat. Enam. & Stmp. Co.,	Manufs.....	Granite City, Ill.
Niemann, G. A....	Granite City Lime & Cement Co.	.....	Granite City, Ill.
Niemeier, Chas. L....	Schultz & Niemeier	Com. Co.....	Levee and Madison sts
Nobbe, Chas. H.....	Nobbe Bros.,	Grain.....	Farmersville, Ill.
Noble, John W.....	.....	Lawyer.....	614 Rialto Building.
Noel, Henry M..	Noel-Young Bond & Stock Co.,	Banker.....	304 N. Fourth st.
Nolan, W. T.....	C. P. Burr & Co.,	Commission.....	324 Rialto Building
Nolker, W. F.....	.....	Deceased .....	.....
Noonan, John J.....	Eaton, McClellan & Co.	.....	19 N. Main st.
Norris, Anthony H....	Miss. Valley Elev. & Grain Co.	.....	Foot Madison st.
Noyes, Wm. A.....	.....	Insurance.....	946 Century Bldg.
Noyes, Wm. Hamilton..	Marfield-Griffith Co.,	Com..	780 Postal Tel. Bldg., Chicago
Nugent, Daniel C....	B. Nugent & Bro. Dry Goods Co.	.....	Bdwy & Washington av.
Nurre, Frank.....	.....	Feed.....	1706 Cass ave.

Obert, Louis.....	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
Obert, Louis, Jr.....	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
O'Connell, Denis B.....	T. E. Price & Co.,	Commission.....	111 Cham. Com.
O'Donnell, Hugh.....	Napoleon Hill Cotton Co.,	.....	116 S. Main st.
O'Donnell, John....	Jno. O'Donnell & Bro.,	Contractors	1912 Carr st.
O'Donnell, Patr'k....	Jno. O'Donnell & Bro.,	Contractors.....	808 Chestnut st.
O'Fallon, E. P.....	Con. C. Curran Prtg. Co.	.....	Third and Locust sts.

Name.	Firm.	Business.	Location.
Oechsner, Frank J.....		Commission.....	422 Wash st.
Oehler, Emil....	Hydraulic Press Brick Co.,	Gen. Mgr.....	Mo. Trust Building.
Oetgen, Fred.....		Drayage.....	1456 Chambers st.
O'Neil, Joseph M.....	A. O. Slaughter	Jr. & Co.....	209 Cham. of Com.
O'Reilly, Robert J.....		Physician..	602 N. 17th st.
O'Rourke, Jno. J.....	Milliken-Helm Com.	Co.....	Granite Bldg.
Orr, Ed. S.....			324 Rialto Bldg.
Orthwein, W. J.....			52 Gay Bldg.
Orthwein, Chas. C.....		Grain.....	Kansas City, Mo.
Orthwein, W. D.....	W. D. Orthwein Grain	Co.....	303 Cham. of Com.
Orthwein, F. C.....	W. D. Orthwein Grain	Co.....	303 Cham. of Com.
Orthwein, Edgar T.....			Alton, Ill.
Orthwein, Max R.....	Sempire Clock Co.,		Seventh and Hickory sts.
Orthwein, W. E.....	Orthwein Inv. Co.,	Stocks & Grain.....	218 N. Fourth st.
Orvis, Frank E.....		Broker....	419 Bank Commerce Bldg.
Orvis, Otto A....	The Orvis Grain & Sacking	Co.....	503 Cham. of Com.
Ostermayer, Philip.....			4419 Washington ave.
Ostermayer, Geo.....			8024 N. Broadway.
O'Toole, Wm.....	John Mullally Com. Co.,		405 Cham. of Com.
Overstolz, Herman.....		Foreign Banker....	106 N. Broadway.
Owings, Zebulon P.....	O'Connor & Co.,	Market Reporter.....	216 Market st.

Pace, Robert F.....			Mt. Vernon, Ill
Panhorst, J. C.....			Staunton, Ill.
Papendick, Fredk. C.....	F. C. Papendick	& Co., Commission..	716 N. Second st.
Parkhurst, W. A. S....	The N. K. Fairbank	Co.....	1114 S. Third st.
Parrott, Gilbert E.....	Parrott, Day Co.,	Commission.....	320 Cham. Com.
Parrott, James D.....	Parrott, Day Co.,	Commission.....	320 Cham. Com.
Paule, Edwin J.....	Paule Grain & Milling	Co.....	7704 Ivory ave.
Paule, Herman.....		Feed.....	117 Blow st.
Payne, Peter H.....	Payne & Becker,	Broker.....	100 Chemical Bldg.
Peak, L. L.....	Shelton Mills		Chattanooga, Tenn.
Pearson, O. F.....	Valley Park Milling Co.		38 Windemere place.
Pease, Geo. A.....	Iowa Elevator Co.,		800 Corn Exch., Ft. Dodge, Iowa
Pechmann, Julius....	Pechmann Bros. Catering Co.,	Confectioners..	4291 Olive st.
Peck, Edward P.....	Omaha Elevator Co.		228 Bee Bldg., Omaha, Neb.
Peck, Stephen.....	Stephen Peck & Bro.		604 Commercial Bldg.
Peckham, O. H.....	National Candy Co.		305 Granite Bldg.
Pendleton, R. J.....	Pendleton Grain Co.		814 Cham. of Com.
Pendleton, Jerome B....	Pendleton-Corbett	Hay & Grain Co.....	127 Cham. Com.
Penney, Joseph L....	Terminal R. R. Assn.,	Traffic Mngr.....	120 Rialto Bldg.
Peper, F. C.....	Christian Peper	Tobacco Co.....	721 N. First st.
Peters, F. W....	Peters Dry Goods & Clothing	Co.....	2604 N. Fourteenth st.
Petersen, Julius....	Jul. Petersen Com. Co.		709 Carroll st.
Petersen, Julius, Jr....	Julius Petersen Com.	Co.....	709 Carroll st.
Petri, T. F.....	Thos. Akin,	Com.....	320 Bank Commerce Bldg.
Petri, Arthur C.....			211 Cham. of Com.
Petring, Geo. H....	Henry Petring Groc. Co.,	Wholesale Grocers.....	725 Spruce st.
Pettit, James.....	Peavey Grain Co.		79 Board of Trade, Chicago.
Pfeffer, E. S.....	Pfeffer Milling Co.		Lebanon, Ill.
Pfenninger, John J....	Pfenninger Pretzel	& B. Co.....	1406 S. Eighth st.
Phillips, R. F.....	R. F. Phillips & Co.,	Cotton Brokers.....	27 S. Third st.
Picher, O. H.....	Picher Lead Co.		Joplin, Mo.
Picher, W. H.....	Picher Lead Co.		Joplin, Mo.
Picker, Erich.....	Picker & Beardsley,	Commission.....	118 N. Main st.
Pickel, W.....	Pickel Marble & Granite Co.		1901 N. Broadway.
Pierce, H. C.....			25 Broad st., N. Y.
Pingree, Samuel S.....	F. C. Taylor & Co.,	Commission.....	Main & Walnut sts.
Pittman, Trabue.....			111 Broadway, New York
Plant, Alfred.....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Plant, F. S	Plant Seed Co.,	Seeds.	814 N. Fourth st.
Plant, George H.	Geo. P. Plant Mill. Co.,	President.	502 Chamber of Com.
Plant, Samuel.	Geo. P. Plant Mill Co.	. . . . .	502 Chamber of Commerce.
Platt, Henry S. Jr.	Platt & Thornburg	Paint Co	620 Franklin ave.
Platt, P. C.	Platt & Thornburgh Paint	Co.	Seventh and Franklin ave.
Poland, A. A.	Ontario Despatch,	Agent.	622 Rialto Bldg.
Pollock, W. W.	Wm. Pollock Milling &	Elevator Co.	Mexico, Mo.
Pommer, Robert	D. I. Bushnell & Co.,	. . . . .	109 N. Second st.
Pope, Edmund O.	Lincoln-Pope Merc. Co.	. . . . .	1828 Pine st.
Pope, Wm. S . . . . .	. . . . .	Deceased. . . . .	. . . . .
Pope, John J. . . . .	. . . . .	. . . . .	800 Chamber of Commerce.
Porteous, W. M.	Can. Pac. Despatch,	Agent.	125 Chamber of Commerce.
Porter, John C. . . . .	. . . . .	. . . . .	814 Merchants'-Laclede Bldg.
Post, Lewis W.	Blackmer & Post Sewer	Pipe Co.	618 Wainwright Bldg.
Postel, Julius.	Postel Milling Co.,	. . . . .	Mascoutah, Ill.
Postel, George.	P. H. Postel Mill. Co.,	. . . . .	Mascoutah, Ill.
Potter, Henry S.	St. Louis Steel Barge Co.,	. . . . .	710 Rialto Bldg.
Powell, George F.	Connor Bros. & Co.,	Commission.	Gay Building.
Powell, Willis J.	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc. .	Barton and Kosciusko sta.
Powell, Willis J., Jr. . . . .	. . . . .	. . . . .	3108 Morgan st.
Powell, W. W.	Jno. E. Hall Com. Co.,	. . . . .	418 Cham. Com.
Powers, Wm. F.	Geo. P. Plant Mill Co.,	. . . . .	Main st. and Chouteau ave.
Prante, C. F	Prante & Meyer,	Hay and Grain.	214 Lesperence st.
Price, J. Boyle.	United Railways Co. of	St. Louis.	8809 Park ave.
Price, Thos, E.	T. E. Price & Co.,	Commission.	111 N. Third st.
Price, Burtis. . . . .	. . . . .	Broker.	200 N. Third st.
Price, Wm. M. . . . .	. . . . .	Broker.	111 N. Fourth st.
Pringle, Robert.	Pringle, Fitch & Rankin	Commission.	1 Bd. of Trade, Chicago.
Priwer, Leon.	Hay and Grain	. . . . .	1501 Missouri ave., E. St. Louis.
Prough, Peter.	D. Prough & Son,	Feed.	Kirkwood, Mo.
Prunty Chas. E . . . . .	. . . . .	Grain and Grass Seed. . . .	9 S. Main st.
Puff, Fred.	Brosseau & Co.,	. . . . .	212 Cham. Com.
Purcell, Henry Harrison. . . .	Am. Ref. Transit	Co.	410 Century Bldg.
Putnam, Lyman W.	Wiggins Ferry Co.,	Com'l Agent.	Security Bldg.
Quesnel, Chas. J	Chris. Sharp Com. Co.,	. . . . .	202 N. Main st.
Quereau, F. D.	Fairbanks, Morse & Co.,	Scales.	Eighth st. and Clark ave.
Quinlivan, Jno. R.	Jas. F. Quinlivan &	Bro.	800 S. Theresa ave.
Quinlivan, S. J	S. J. Quinlivan Feed Co.	. . . . .	6100 Olive st.
Quinette, Oliver.	Sam'l Cupples	Woodenware Co.	7th & Spruce sta.
Rae, Wm. J.	W. J. Rae & Co.	. . . . .	416 Chamber of Commerce.
Railsbach, G. J.	Railsbach & Bro.,	Grain.	Ashland, Neb.
Ramsay, W. A. . . . .	. . . . .	. . . . .	2207 Salisbury st.
Randall, Blanchard.	Gill & Fisher,	Grain,	301 N. Charles st., Baltimore, Md.
Ranken, Robert. . . . .	. . . . .	. . . . .	1516 Locust st.
Rassieur, Leo.	Rassieur, Schurmacher &	Rassieur, Attorney.	406 Market st.
Rauh, Chas. H.	Rice, Stix Dry Goods Co.	. . . . .	Tenth st. and Washington av.
Reardon, James A. . . . .	. . . . .	. . . . .	. . . . .
Reber, H. Linton.	Kinloch Telephone Co.,	Secretary and G. M.	Kinloch Bldg.
Recker, Henry L. . . . .	. . . . .	. . . . .	8328 California ave.
Rehbein, Albert A.	H. A. Rehbein & Co.,	Commission.	105 N. Main st.
Reichert, W. J.	Reichert Milling Co.	. . . . .	Freeburg, Ill.
Reller, August F.	A. F. Reller & Son,	Groceries and Feed.	3259 N. Broadw'y
ReQua, Chas. H.	ReQua Bros.,	Grain.	85 Bd. of Trade, Chicago.
Reynolds, Alfred C. . . . .	. . . . .	R. R. Supplies.	510 Houser Bldg.

Name.	Firm.	Business.	Location.
Richardson, Arthur P...	Richardson Grain Co.		65 Gay Building.
Richardson, R. D.			61 Bd. of Trade, Chicago.
Richeson, H. D.	Burlington Elevator Co.,	President.	515 Cham. Com.
Richmond, Manley G.	Shaw & Richmond	Produce Co.	829 N. Third st.
Riddell, W. E.	Colonial Creamery Co.		Main and Dickson sts.
Riederer, John	Slater Mill & Elevator	Co.	Slater, Mo.
Ring, John		Provision Broker	106 Gay Building.
Rippe, Charles	Chas. Rippe Tent & Duck	Co.	19 S. Fourth st.
Robbins, James Monroe		Farmer	New Madrid, Mo.
Robinson, A. C.	Allen-Baker Com. Co.		57 Gay Bldg.
Robinson, Geo.	Eggers Milling Co.		Hermann, Mo.
Robinson, Geo. R., Jr.	Ralston Purina Co.,	Milling	8th and Gratiot sts.
Robyn, Paul	Roeslein & Robyn,	Insurance	901 Century Bldg.
Rock, Chas. F.	Hunter Bros. Milling Co.		Gay Bldg.
Rodgers, John L.	Peavey Grain Co.,	Grain	818 Cham. Com.
Roeder, Fred'k J.		Commission	405 Franklin ave.
Roeder, Charles	Chas. Roeder & Co.,	Butter and Cheese	821 N. Third st.
Roederer, E. L.	C., C., C. & St. L. Ry.,	Gen'l Agent	414 Rialto Bldg.
Roemheld, Wm.			1181 Morrison ave.
Roennigke, Fred			8815 Juniata ave.
Roever, John C.	Jno. C. Roever & Co.,	Feed	4101 Natural Bridge Road.
Roever, J. H.	J. C. Roever & Co.,	Hay & Grain	4101 Natural Bridge rd.
Rogers, Albert Jackson			5266 Westminster Place
Rooke, Wm. A.	Logan & Bryan,	Broker	210 Chamber of Commerce.
Roos, Sol.	American Metal Co., Limited.		818 Security Building.
Roos, Louis W.	Great Western	Feed Co.	818 Manchester ave.
Rosenberg, G.			815 Olive st.
Rothschild, David	D. Rothschild Grain	Co.	Davenport, Iowa
Rotty, E. J.	E. J. Rotty & Co.,	Feed	Seventh st. and Russell ave.
Rowe, B. J.	Illinois Central R. R.,	Commercial Agt.	707 Olive st.
Rowell, Clinton		Lawyer	814 Rialto Building.
Rowland, E. S.	E. S. Rowland & Co.,	Ins.	149 Merchants'-Laclede Bldg.
Rubins, Charles Curtis	Rubins Bros.	Com.	Produce Ex., New York
Rump, Aug.	Merchants' Exchange	Flour Inspector	129 Market st.
Rump, Herman A. Von	Seele Bros. Grain	Co.	817 Cham. Com.
Rumsey, Israel P.	Rumsey & Co	Com.	97 Bd. of Trade Chicago.
Runyan, Van L.	Nat'l Bank of Commerce,	Ass't Cashier	Broadway and Olive
Ruprecht, Jos.	Ruprecht & Borgmeyer,	Exp. and Mess.	218 Morgan st.
Ruprecht, W.	W. & F. Ruprecht,	Gen'l Contractors	8011 S. Broadway
Ruxton, Robert	Ruxton & Co.,	Grain	Miami, Mo.
Ryan, Frank K.		Lawyer	506 Olive st.
Ryan, M. J.			419 Commercial Bldg.
Ryan, Thomas A.	Sherry-Bacon Grain Co.		218 Cham. Com.
Ryan, Wm. F.			111 Chamber of Commerce.
Ryan, Wm. H.	Gallaher, Limited,	Leaf Tobacco	Henderson, Ky.
Ryrie, J. M.			Alton, Ill.

Saeger, Wm.	Palm St. Elev. & Feed W. H. Co.,	Feed Store	2919 N. Broadway
Sale, S. B.			Columbia Theater Bldg.
Samuel, Aderton	W. D. Orthwein Grain	Co.	303 Cham. of Com.
Samuel, Ed. M.	Adams & Samuel,	Com.	309 Postal Tel. Bldg., Chicago
Samuel, Wm. P.		Ass't City Treasurer	City Hall.
Sander, Enno	Enno Sander Mineral	Water Co.	2801 Lawton ave.
Sander, Albert E.		Grocer and Feed	3621 California ave.
Sands, James T.			510 Pine st.
Sanford, J. W.			
Sartorius, Henry	Sartorius Prov. Co.		2734 Arsenal st.
Sauer, Nicholas	Sauer Milling Co.		Evansville, Ill.
Sauer, Philip E.	Sauer Milling Co.		Evansville, Ill.
Saunders, Lancelot	P. Saunders,	Broker	204 N. Third st.

Name.	Firm.	Business.	Location.
Saunders, Parker.....		Broker.....	Gay Building.
Sayers, Geo. N.....		Broker.....	115 Cham. Com.
Sayers, Henry.....	Henry Sayers & Co.		502 Cham. Com.
Saylor, H. N....	H. N. Saylor Cooperage Co.,	Staves and Heading,	N. Trudeau and DeKalb sts.
Schaaf, Edward.....	St. Marys Mill Co.		St. Marys, Mo.
Schaeffer, Geo..	Schaeffer Bros. & Powell Mfg. Co.,	Soap and Candles,	Barton and Kosciusko sts.
Schaeffer, Jacob..	Schaeffer Bros. & Powell Mfg. Co.,	Soap and Candles,	Barton and Kosciusko sts.
Scharff, Adolph.....	L. & A. Scharff,	Liquors	Fourth and Elm sts.
Scharff, Edward E.....	Nicholas Scharff &	Sons Grocer Co.....	704 N. Second st.
Scharff, L.....	L. & A. Scharff,	Liquor.....	Fourth and Elm sts.
Scharff, Nicholas.....	Nicholas Scharff &	Sons Grocer Co	704 N. Second st.
Scharff, Sidney N.....	Nicholas Scharff &	Sons Grocer Co.....	704 N. Second st.
Scharringhausen, W. C....	Fred. Diekmann	Feed Co., Feed.....	2313 S. Broadway.
Schawacker, C.....		Livery.....	414 S. Third st.
Scheitlin, Chas.....	Scheitlin & Hoffman,		820 N. Third st.
Schenkel, Henry...John G. Haas Soap Co.,		Soap Manufactory,	5020 Benedict ave.
Schlaefly, F.....	Aviston Milling Co.		Carlyle, Ill.
Schlooke, Henry F.....		Groceries and Feed..	3803 Easton ave.
Schlueter, Fritz.....		Teamster.....	816 Montgomery st.
Schmidt, E. H.....			1211 Morrison ave.
Schmitt, Henry.....	National Fire Ins. Co.		301 Granite Bldg.
Schnell, J. R.....			Harrisonville, Mo.
Schoen, Isaac A.....			119 N. Main st.
Schoenhard, Louis P....	Charter Oak Stove	& Range Co.,.....	1440 N. Main st.
Schoening, Edw. F....	Columbia Star Milling	Co.....	Columbia, Ill.
Schollmeyer, Christian.	Hassendeubel Bro.,	& Co., Commission...	2nd & Chestnut.
Schopp, Jacob.....	Jacob Schopp R. E. Co.,	Real Estate.....	721 N. Third st.
Schopp, Conrad....	Conrad Schopp Fruit Co.		Third and Wash st.
Schoppe, Henry C....	H. C. Schoppe & Son,	Commission.....	118 Vine st.
Schreiner, Chas. A....	Schreiner Grain Co.		115 Cham. Com.
Schreiner, Francis L....	Schreiner Grain Co.		115 Cham. Com.
Schreiner, Jacob.....	Schreiner Grain Co.,	Commission.	115 Cham. Com.
Schulte, Henry E.....	G. J. Schulte & Co.,	Commission.....	505 Cham. of Com.
Schulte, John J.....	Geo. J. Schulte & Co.,	Commission.....	505 Cham. of Com.
Schultz, Henry..	Schultz & Niemeier Com.	Co.....	Levee and Madison sts.
Schultz, Chas. O.....			52 Gay Bldg.
Schultz, John.....	Schultz, Baujan & Co.,	Millers	Beardstown, Ill.
Schultz, Louis F....	Schultz & Niemeier Com.	Co.....	Levee and Madison st.
Schulz, Henry.....	Schulz Bros. Feed Co.		Webster Groves, Mo.
Schulz, John, Jr....	Schulz Bros. Feed Co.,	Feed.....	6535 Manchester ave.
Schulz, Otto J.....	Zelle Bros. P. & C. Co.,		702 N. Third st.
Schurmann, Henry	Hanover-Star	Milling Co	Germantown, Ill.
Schwaebe, E. F. W....	W. J. Lemp Brewing	Co.....	13th and Cherokee st.
Schwartz, Edwin.....	M. Schwartz & Son,	Feed.....	3542 Missouri ave.
Schweickardt, Chas..	Chas. Nagel Branch of St. Louis Catering Co.,		Sixth and St. Charles sts.
Schwidde Henry		Feed.....	2515 N. Fourteenth st.
Scott, Robt. E.....		Broker.....	119 N. Seventh st.
Scott, Robt. F.....	Scott Grain Co.,	Grain.....	66 Gay Bldg.
Scott, W. S.....	Mo. and Ill. Coal Co.		805 Mermod-Jaccard Bldg.
Scudder, John A.....			604 Security Building.
Scullin, John.....			818 Security Building.
Sears, W. H.....			Baptist Sanitarium
Sears, Gilbert.....	C. H. Albers Com. Co.		400 Cham. of Com.
Seaver, James E....	Midland Elevator Co.		Kansas City, Mo.
Sebastian, Henry W....	Miss. Val. Elev. &	Grain Co.....	Gay Bldg.
Seele, F. W.....	Seele Bros. Grain Co.,	Commission.....	317 Cham. of Com.
Seele, W. C.....	Seele Bros. Grain Co.		317 Cham. of Com.
Sehlinger, Anton.....	Sehlinger Grain Co.,		Belleville, Ill.
Seipp, Philip W....	A. O. Slaughter, Jr. & Co.,	Brokers.....	139 Monroe st., Chicago.
Sellner, A. C.....	Steinwender & Sellner,	Liquors.....	117 S. Broadway.
Senter, Charles Parsons.....	Senter Com. Co.....		27 S. Third st.

Name.	Firm.	Business.	Location.
Sessinghaus, T. W....	Sessinghaus Mlg. Co.	.....	Ninth and North Market sts.
Sessinghaus, Wm.....	.....	.....	2924 St. Vincent ave.
Sewell, J. M.....	J. M. Sewell & Co.,	Grain.....	Hastings, Neb.
Sexton, Henry D....	Southern Illinois Nat'l	Bank, President...	East St. Louis, Ills.
Seybt, Charles H....	Highland Milling Co.,	.....	612 Merchants'-Laclede Bldg.
Shapleigh, A. L....	Norvell-Shapleigh Hardware Co.....	.....	4th & Washington ave.
Sharp, James.....	Jas. Sharp & Co.,	Provision.....	4573 Page ave.
Shaw, James W.....	.....	Real Estate.....	Olivia Bldg.
Shea, Thos. F....	Atlantic Coast Line R. R.	.....	206 Houser Bldg.
Sherwood, Adiel.....	.....	Deceased.....	.....
Shields, Edwin W...	Simonds-Shields Grain	Co.....	B. of T., Kansas City, Mo.
Shields, George H.....	Barclay, Shields &	Fauntleroy, Lawyer.....	520 Olive st.
Shirmer, Philip F.....	.....	.....	3855 Delmar ave.
Shofner, Jno. C.....	Neil & Shofner	Grain Co.....	Nashville, Tenn.
Siemers, Geo. F.....	.....	.....	800 Cham. of Com.
Sieving, C. H.....	.....	.....	3611 Ohio ave.
Sieving, F. A....	W. D. Orthwein Grain Co.	.....	808 Cham. Com.
Simon, Chas. G....	Great Western Feed Co.	.....	818 Manchester ave.
Simmons, E. C....	Simmons Hardware Co.,	.....	Ninth and Spruce sts.
Simmons, T. C.....	Terminal R. R. Co.,	Contracting Agt.....	120 Rialto Bldg.
Sinclair, Ed. W.....	.....	Broker.....	108 1/4 N. Eighth st.
Singer, Richard.....	.....	.....	Security Building.
Sisson, W. A.....	R. G. Dun & Co.,	Com'l Agency.....	814 Pine st.
Skidmore, T. J.....	Erie Despatch,	Agent.....	201 Carleton Bldg.
Skrainka, Fred.....	.....	.....	West End Hotel.
Slack, B. L.....	Slack-Fuller Grain Co.	.....	208 Cham. Com.
Slade, Chas.....	.....	Real Estate.....	Brunswick, Mo.
Slaughter, John B.....	.....	Insurance.....	756 ..Century Bldg.
Sloan, William P.....	.....	.....	121 Cham. Com.
Smith, A. J.....	.....	Bookkeeper.....	411 Cham. Com.
Smith, C. A.....	Cochrane Grain Co.	.....	805 Cham. Com.
Smith, Chas. Hamlin....	Ry. Mail Service,	.....	4544 Morgan st.
Smith, S. Jenks.....	.....	Broker.....	Cham. of Com.
Smith, F. W.....	F. W. Smith Grain Co.,	.....	411 Cham. of Com.
Smith, J. Allen.....	J. Allen Smith & Co.,	Millers.....	Knoxville, Tenn
Smith, Wm. J....	Geo. P. Plant Milling Co.,	Millers.....	502 Cham. of Com.
Smith, Chas. H....	C. H. Smith Tie & Timber	Co.....	420 Commercial Bldg.
Smith, Breedlove.....	.....	.....	The Benton, 819 Pine st.
Smith, C. B.....	R. G. Dun & Co.,	Mercantile Agency....	Cham. of Com.
Smith, James A. Jr.....	.....	Coal & Feed....	Grand & Easton aves.
Smith, Robt. E.....	.....	.....	.....
Smith, Wm. E.....	Plant Seed Co.	.....	814 N. Fourth st.
Smithers, M. L.....	Smithers & White,	Hay and Grain.....	3015 Olive st.
Snodgrass, John T.....	Snodgrass & Co.,	Grain.....	Kansas City, Mo.
Sparks, H. J.....	Gus V. Brecht B. S. Co.,	.....	Twelfth st. and Cass ave.
Sparks, Hosea B.....	Sparks Milling Co.	.....	Alton, Ill
Sparks, Charles F.....	Sparks Milling Co.	.....	Alton, Ill.
Sparling, R. J....	Burlington Elevator Co.	.....	515 Cham. Com.
Spelbrink, Louis....	Louis Spelbrink L. & U.	Co., Livery Stable..	1321 Franklin ave.
Spencer, Corwin H.....	.....	Deceased.....	.....
Spencer, Harlow B.....	.....	.....	206 Cham. Com.
Spieler, George.....	.....	Malster.....	1542 S. Seventh st.
Stafford, A. P.....	Morton Grain Co.	.....	Nebraska City, Neb.
Stahl, F.....	.....	Teamster.....	2414 Menard st.
Stanard, E. O....	Stanard-Tilton Milling Co.,	President.....	420 Cham. of Com.
Stanard, W. K....	Stanard-Tilton Milling Co.,	Vice-President....	420 Cham. of Com.
Stanton, Chas. W....	American Supply Co.	.....	15 S. Commerce st., Mobile, Ala.
Stanze, Frank J.....	.....	Medical Student.....	3022 Clark ave.
Steele, Joseph W.....	Jos. W. Steele & Co.,	Printers.....	18 N. Third st.
Stegall, J. N.....	Allen West Com. Co.,	Commission.....	104 S. Main st.
Steigers, D. H.....	St. Louis Hide and	Tallow Co.....	5125 N. Second st.
Steinmesch, Henry....	Steinmesch F. & P. S. Co.....	.....	309 Market st.
Steinwender, Herman A.....	H. A. Steinwender & Co.....	.....	618 N. Seventh st.
Steinwender, G. A....	Steinwender & Sellner	Merc. Co.....	117 S. Broadway.
Stephens, Jefferson.....	.....	Grain.....	Hotel St. Louis.

Name.	Firm.	Business.	Location.
Stephens, Philip A.			125 Cham. of Com.
Stevener, John			1927 Madison st.
Stevenson, Robt. L.		Grain	520 Cham. Com.
Stewart, A. W.	A. W. Stewart & Co.,	Commission	1900 N. Main st.
Stewart, A. C.	Stewart, Elliott & Williams,	Lawyers	Security Bldg.
Stiers, Frank A.		Ice and Coal	1905 Goode ave.
Stifel, H. C.	Alzheimer & Rawlings	Investment Co.	207 N. Broadway
Stifel, Otto Fred'k.	Union Brewing Co.,	Brewing	3146 Gravois ave.
Stock, Philip	St. Louis Brewing Assn.,	Secretary	702 Wainwright Bldg.
Stockton, F. W.	Traders' Despatch,		505 Houser Building.
Stoewener, F. F.			710 Julia st.
Stone, Leander	Crystal Laundry Co.		984 W. Walnut st., Louisville, Ky.
Stone, R. C.	R. C. Stone Milling Co.		Springfield, Mo.
Stott, David	David Stott	Flour Mill	Detroit, Mich.
Stover, W. D.	Star Union Line,	Freight Agent	Seventh and Olive.
Strain, Arthur R.	Robt. B. Brown Oil Co.,	Oil Manuf'rs	Rialto Building.
Stratton, Wm.	Blanton Milling Co.		Indianapolis, Ind.
Stream, John J.	J. C. Shaffer & Co.		240 LaSalle st., Chicago.
Stroud, H. L.	Citizens' Bank of Rogers,		Rogers, Ark.
Stuever, Anton C.	Home Brewing Co.		Miami and Salena sts.
Sturtevant, Henry D.	Shearson-Hammill	& Co.	240 LaSalle st., Chicago
Sudborough, J. A.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Sullivan, F. R.	Blue Line,	Agent	405 Carleton Bldg.
Sullivan, John F.	United Elev. & Grain Co.,	Superintendent	516 Cham. Com.
Sullivan, Patrick		Jailer's Office,	Four Courts
Summa, Emil	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses	M. Summerfield & Co.,	Hides and Wool	214 N. Main st.
Sutherland, William H.	Cairo Milling	Co.	Cairo, Ill.
Swaney, John Bell	Slack-Fuller Grain	Co.	208 Cham. of Com.
Swift, W. H.	Fruin, Bambrick Con. Co.,	Contractors	721 Olive st.
Sykes, G. A.	St. Louis Commission Co.,		208 N. Main st.
Taaffe, B. P.	Justice of the Peace,		4187 Manchester ave.
Tansey, Geo. J.	St. Louis Transfer Co.,	President	400 S. Broadway.
Taussig, John J.	J. & J. Taussig,	Brokers	627 Security Bldg.
Taussig, Jos. S.	J. & J. Taussig,	Brokers	627 Security Bldg.
Taylor, James L.	Kehler Flour Mills Co.		401 Cham. Com.
Taylor, T. Carroll	Schreiner Grain Co.		115 Cham. Com.
Taylor, Wm. H.		Insurance	Odd Fellows' Bldg.
Taylor, Phil. C.			509 Roe Bldg.
Taylor, E. M.		Commission	509 Cham. of Com.
Taylor, C. H.	F. W. Brockman Com. Co.		815 N. Fourth st.
Taylor, J. B.	P. C. Taylor & Son,	Commission	509 Roe Bldg.
Teasdale, Thos. B.	J. H. Teasdale Com.	Co.	103 N. Third st.
Teasdale, J. W.	J. W. Teasdale & Co.,	Dried Fruits & Com.	806 Spruce st.
Teasdale, A. S.	R. E. Funsten D. F. & Nut	Co.	800 N. Commercial st.
Teasdale, C. H.	J. H. Teasdale Com. Co.		103 N. Third st.
Teasdale, Geo. W.	J. W. Teasdale & Co.,	Dried Fruits	806 Spruce st.
Teasdale, J. W., Jr.	J. W. Teasdale & Co.,	Dried Fruit	806 Spruce st.
Teichmann, Chas. H.	Teichmann Com. Co.,	Commission	62 Gay Building.
Teichmann, Otto L.	Teichmann Com. Co.,	Commission	62 Gay Building.
Telthorst, Herman		Flour and Feed	7501 S. Broadway.
Temple, Harry	P. Peckham Liquor Co.		418 Locust st.
Temple, Joseph	Adams Express Co.,	General Agent	410 N. Fourth st.
Templeman, W. J.	Templeman & Co.,	Produce	808 N. Third st.
TenBroek, Gerrit H.		Attorney	625 Locust st.
Terry, Albert T.	Albert T. Terry & Co.,	Real Estate	621 Chestnut st.
Tesson, George B.	Nanson Com. Co.		202 Chamber of Commerce.
Thacher, Arthur	Central Lead Co.		420 Roe Bldg.
Thompson, E. F.	McLain-Alcorn Com. Co.,	Commission	705 N. Third st.

Name.	Firm.	Business.	Location.
Thompson, C. McClung..	C. L. Thompson & Son,	Insurance.....	723 Century Bldg.
Thompson, Joseph B.....			4225 McPherson ave.
Thompson, S. A.....			420 Olive st.
Thomson, Wm. H.....	Boatmen's Bank,	Cashier..	Fourth and Washington av.
Thyson, John.....	John Thyson & Son		105 Chamber of Commerce.
Tice, Vilray C.....	Tice, Toberman & Co.,	Commission.....	Gay Bldg.
Tiedemann, Geo. W.....	Chas. Tiedemann	Milling Co.....	O'Fallon, Ill.
Tilton, Edgar D.....	Stanard-Tilton Milling	Co.....	420 Chamber of Commerce.
Timmerman, G. H.....	St. L. Iron & Machine	Works.....	Second and Chouteau ave.
Tinker, Z. W.....	Columbia Brewing Co.		Twentieth and Madison sts.
Tinsley, Samuel G.....	Tinsley Seed Co.		912 N. Broadway.
Tittmann, Harold H.....	St L. Stave & Lumber	Co.....	726 Roe Bldg.
Todd, Henry R.....	Burlington Route,	Gen'l. Agent.....	208 Chemical Bldg.
Tontrup, Louis H.....	Papin & Tontrup,	Real Estate.....	626 Chestnut st.
Townsend, F. C.....	Townsend Com. Co.,		827 N. Third st.
Tower, George F., Jr....	Goodwin Mfg. Co.,	Candles and Soap..	3332 Chouteau ave.
Tracy, John H.....	David Nicholson,	Grocer.....	15 N. Sixth st.
Tracy, W. W.....	Tracy & Co.,	Brokers.....	Fourth and Pine.
Traunmiller, Joseph....	Excelsior Brew. Co.		5 S. Seventeenth st.
Trauernicht, F. C....	F. C. Trauernicht Com.	Co.....	826 N. Third st.
Tumbach, C.....	McCullough & Tumbach,	Commission.....	112 N. Main st.
Tune, Lewis T.....	The Bradstreet Co.		219 Security Building.
Tunstall, R. C.....			416 Cham. Com.
Tunstall, R. B.....			416 Cham. Com.
Turner, V. P.....	Turner-Hudnut Co.,	Grain.....	101 S. Mary st., Pekin, Ill.
Tutt, Dent G.....			823 Chestnut st.
Twamley, J. F.....	J. F. Twamley Son & Co.,	Grain.....	Omaha, Neb.

Udell, C. E.....	C. E. Udell & Co.,	Cheese.....	410 N. Second st.
Udike, N. B.....	Udike Grain Co.		Omaha, Neb.

Vahlkamp, Henry..	W. J. Lemp Brew. Co.,	Secretary.....	18th and Cherokee sts.
Valle, John F.....	Desloge Con. Lead Co.,	Secretary.....	Rialto Bldg.
Valier, Charles..	Valier & Spies Milling Co.,		40 Gay Bldg.
Valier, Chas. E.....	Valier & Spies Milling	Co.....	40 Gay Bldg.
Valier, Louis A.....	Valier & Spies Milling	Co.....	40 Gay Bldg.
Valier, Robt. C.....	Valier & Spies Mlg. Co.,		40 Gay Bldg.
Van Arsdale, E. S.....			Carrollton, Ill.
Van Blarcom, J. C.....	Nat. Bank of Com.,		Broadway and Olive st.
Vandell, A. M.....		Grain.....	Holdredge, Neb.
Vankirk, Chas. B.....		Com....	810 Royal Ins. Bldg., Chicago
Vendig, Sam.....	Empire Hay & Grain Co.,	Feed.....	812 S. Third st.
Venings, George A..	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.....	Smith, Vincent & Co.,	Commission.....	72 Gay Building.
Vogeler, Julius.....		Grocer and Com.....	14 N. Third st.
Vogel, Charles F.....		Real Estate.....	624 Chestnut st.
Vogelsang, L. E.....		Broker.....	2228 Dodier st.
Vogelsang, Henry.....			1 Windermere pl.
Von Wedelstaedt, R. Park.....		Lumber.....	St. Louis Club.
Voris, F. D.....		Grain and Hay.....	Neoga, Ill.
Voris, George W.....		Grain and Hay.....	Stewardson, Ill.

Waddock, Frank B.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
Waddock, Frank G.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
Wade, Festus J.....	Mercantile Trust Co.		Eighth and Locust sts.
Waggoner, E. L.....			208 Cham. of Com.

Name.	Firm.	Business.	Location.
Waggoner, Wm. H.	Waggoner-Gates	Milling Co.	Independence, Mo.
Wagner, Charles	Banner Rubber Co.		Baden.
Wagoner, Geo. C. R.	Wagoner Undertaking Co.		3621 Olive st.
Wagoner, Henry H.		Deceased.	
Wahl, John	John Wahl Com. Co.		414 Cham. Com.
Wahl, J. B.	John Wahl Com. Co.		414 Cham. Com.
Wahl, Edwin L.	John Wahl Com. Co.,	Commission	414 Cham. Com.
Waldeck, Jacob C. C.			2101 Sidney st.
Walker, G. H.	G. H. Walker & Co.,	Brokers	307 N. Fourth st.
Walker, R. F.		Attorney at Law	618 Rialto Bldg.
Walker, Robert N.	Kehlor Flour Mill Co.		401 Cham. Com.
Walker, W. C.		Real Estate	605 Fullerton Bldg.
Wall, Nicholas R.			4228 Westminster Place
Wallace, E. F.	St. L. Dressed Beef & Prov. Co.		3919 Papin st.
Wallace, Fred. L.	F. L. Wallace & Co.		206 Cham. of Com.
Waller, Aaron	A. Waller & Co.,	Grain.	Henderson, Ky.
Walsh, Julius S.	Miss. Valley Trust Co.,	President.	201 N. Fourth st.
Walsh, Peter		Teamster.	8129 N. Twelfth st.
Walsh, Edward J.	Mississippi Glass Co.		Main and Angelica sta.
Walsh, C. K. D.	Kehlor Flour Mills Co.,	Secretary, 401 Chamber of Commerce.	
Waltke, Louis H.	Wm. Waltke & Co.,	Soap.	E. Grand ave. and 2nd st.
Walton, E. S.		Commission.	105 Cham. of Com.
Wangler, Joseph F.	J. F. Wangler B. & S. W. Co.,	President.	1547 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S. W. Co.,	Secretary.	1547 N. Ninth st.
Ware, J. H.	Ware & Leland,	Commission.	205 Rialto Bld., Chicago
Warren, Thomas	Warren Com. & Investment Co.		200 N. Second st.
Warren, John A.	Jno. A. Warren and Co.		416 Cham. of Com.
Washburn, John	Washburn, Crosby Co.,		Minneapolis, Minn.
Washer, S. R.	The S. R. Washer Grain Co.,		Atchison, Kas.
Wasserman, Bennett.		Deceased.	
Wasson, H. D.		Broker.	53 Gay Bldg.
Waterworth, Jas. A.	St. Louis Insurance	Surveys, Pres't.	816 Olive st.
Watson Henry P.	Watson & Co.,	Broker.	Minneapolis, Minn.
Watson, John H.	Harlow B. Spencer,	Com.	205 Cham. Com.
Watts, T. G.	T. G. Watts & Son,	Real Estate	821 Chestnut st.
Weber, Henry C.			4472 Lindell ave.
Well, Jacob P.	Bernard, Baer & Co.,	Produce & Prov.	1432 N. Broadway.
Weil, Henry G.			50 Broadway, New York
Weissenborn, S. A.	S. A. Weissenborn & Son,	Coal.	313 Olive st.
Wells, Rolla		Mayor,	City Hall.
Wendling, Geo.	Wendling & Co.,	Hay and Grain.	150 Miller st.
Wenneker, Chas. F.	Blanke-Wenneker Candy Co.		608 Market st.
Wenz, Charles A.	Bernet, Craft & Kauffman Milling Co.		37 Gay Bldg.
Werth, John E.	Werth's Insurance Agency		815 Chestnut st.
Werth, G. L.	Werth's Insurance Agency		815 Chestnut st.
Wertheimer, J. J.	Wertheimer-Swarts	Shoe Co.	10th and Washington ave.
West, Courtney H.	Moffitt-West Drug Co.		Broadway and Clark ave.
West, Thomas H.	St. Louis-Union Trust Co.,	President.	Fourth and Locust sta.
Wetzel, Frederick L.	Columbia Biscuit Co.		Fourteenth and Papin st.
Whitaker, Edwards	Whitaker & Co.,	Brokers.	300 N. Fourth st.
White, Chas. E.	Fulton Bag & Burlap Co.		612 S. Seventh st.
White, Edward W.	Central of Ga. Ry. Co.,	G. W. A.	504 Houser Bldg.
White, Fred. C.	Smithers & White,	Hay and Grain.	3015 Olive st.
Whitehead, S. A.	Nanson Commission Co.		202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.,	Insurance	Century Building.
Whitelaw, Geo. P.			1326 Chestnut st.
Whitelaw, Oscar L.	Whitelaw Bros.,	Paints and Oils.	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.,	Paints and Oils.	409 N. Second st.
Whitelaw, Chas. W.	Polar Wave I. & F. Co.,		1326 Chestnut st.
Whitmore, Daniel R.	Merchants' Exch.,	Statistician	Third and Pine sts
Whittemore, F. C.	F. Churchill Whittemore Co.,	Insurance.	208 N. Fourth st
Wickham, E. F.		Coal.	Commercial Bldg
Wiedmer, W. H.	Gratiot St. Warehouse Co.		214 Chamber of Commerce.
Wiedmer, Fred.	Gratiot Street Warehouse Co.		214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse Co.		214 Chamber of Commerce.

Name.	Firm.	Business.	Location.
Wiener, I. M.			Wainwright Building.
Wiener, Adolph			Wainwright Building.
Wilkinson, W. R.	W. R. Wilkinson & Son	Com. Co.	212 N. Main st.
Williams, J. T.	Williams & Clark,	Hardware, etc.	Sullivan, Mo.
Williams, P. P.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Wilson, Allen B.	Jones Grain Co.		Nebraska City, Neb.
Wilson, Chas. A.	Barron & Wilson,	Grain Samplers.	604 Equitable Bldg.
Wilson, Peter E.	Wilson L. & L. Co.,	Lumber	Salisbury and Hall sts.
Wintermann, R.	St. Louis Syrup &	Pres. Co.	Collins & Dickson st.
Wissmath, Chas., Jr.	C. Wissmath & Son	Pork Packing Co.	1118 N. 12th st.
Wissmath, John	Chas. Wissmath & Son	Prov. Co.	1118 N. Twelfth st.
Witte, Otto H.	Witte Hardware Co.		706 N. Second st.
Witter, Ernest A.	Chapin & Co.,	Mill Feed	119 N. Third st.
Woelfle, Matt.	Baur Flour Co.,	V. P	807 N. Second st.
Woerheide, A. A. B.	Lincoln Trust & Title	Co.	710 Chestnut st.
Wolgast, Louis		Hay & Grain	2187 Gravois ave.
Wollbrinck, Henry	St. Louis Union Pkg. Co.		Second st. and Bremen av.
Wonderly, Peter		Deceased	
Woodlock, Frank D.	Woodlock & Gessler,	Commission	300 Cham. of Com.
Wood, F. C.	A. N. Kellogg Newspaper Co.		224 Walnut st.
Wood, H.	Union Dairy Co.,	Dairyman	Jeff. & Washington aves.
Wood, Thos. W.	Globe Democrat,	Newspaper	Sixth and Pine sts.
Woods, W. K.	Ralston Purina Co.,		Eighth and Gratiot sts.
Woodson, Ashby	Terminal Elevators		Bd. of Trade, Kansas City, Mo.
Woodward, W. H.		Deceased	
Woodworth, E. S.	E. S. Woodworth & Co.,	Commission	Minneapolis, Minn.
Wrape, Henry	The Henry Wrape Co.		509 Chestnut st.
Wright, C. L.	J. L. Wright Grain Co.		407 Cham. of Com.
Wright, Geo. M.	Wm. Barr Co.		Sixth and Olive sts.
Wright, Joseph P.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Wright, J. L.	J. L. Wright Grain Co.		407 Cham. Com.
Wright, Wm. H.	J. L. Wright Grain Co.		407 Cham. Com.
Wrisberg, Wm. C.		Mining	Room 304, 411 Olive st.
Wunderlich, Chas., Jr.	Chas. Wunderlich	Cooperage Co.	2210 N. Ninth st.

Yorger, Wm.		Grocer	2800 Manchester ave.
Young, Albert B.	Bemis Bros. Bag Co.		Fourth and Poplar sts.
Young, D. W.	D. W. Young G. & H. Co.		507 Cham. of Com.
Young, Edw. H.	W. H. Small & Co.		Evansville, Ind.
Young, F. N.	D. W. Young G. & H. Co.		507 Cham. Com.

Zelle, F. E.	Zelle Bros. Prov. & Com. Co.,	Prov. and Com.	702 N. Third st.
Zenk, Philip John	Clark Bros.		20th and St. Clair ave., E. St. Louis
Ziebold, Geo. W.	Waterloo Milling Co.		Waterloo, Ills.
Ziegenhein, Henry	Lafayette Bank,	President	Broadway and Park av.
Zirnheld, Joseph	Zirnheld-Glosemeyer	Flour Co.	1482 N. Broadway
Zollmann, Geo. H.	Geo. H. Zollmann & Co.,	Produce	888 N. Third st.

INDEX.

Apples	287	Flour and Grain, total movement.	118
Agricultural Implements.....	88	Flour and Grain, monthly receipts and shipments	142
Ale.....	287	Flour and Grain Exports.....	111, 149
Barley	148	Flour and Wheat by crop years....	149
Bank Statement.....	41	Foreign Commerce.....	108
Bran	152	Foreign Grain and Flour Trade....	109
Bridge Traffic.....	85	Flour and Grain, total receipts and shipments for 21 years.....	142
Beans.....	283	Flour, Review.....	127
Butter	280	“ receipts by crop years.....	181
Building Statistics.....	69-70	“ monthly rec'ts and ship.....	181
Bagging	217	“ exports from the U. S. . . .	182
Board of Directors, Report of.....	9	“ receipts at various cities...	182
“ “ Resolutions ...	23	“ weekly prices.....	185
Beer.....	88, 141	“ amount manufactured.....	129
Breweries	86	“ amount manufactured in various cities.....	188
Beef, Dressed.....	199	“ sources of supply and direc- tion of shipments.....	181
Beef, Canned	201	“ stocks in store.....	180, 184
Boots and Shoes	49	“ report of Flour Inspector...	188
Barbed Wire	287	“ foreign shipments.....	182, 184
Bradstreet's.....	191	“ import duties.....	188
Boats and Barges.....	100	Fire Record.....	81
Carpets	88	Fish.....	287
Cheese	280	Flax Seed	229
Coal and Coke.....	88, 89	Fertilizers.....	287
Clearing-House Statement.....	41	Financial Review.....	89
Clay Products.....	39	Foreign Shipments.....	111
Custom-House Transactions	71	Freights to New Orleans by river..	104
Corn.	145	“ Memphis and Vicksburg by river.....	104
Corn Meal.....	151	“ all rail eastward.....	90
Comparative Business.....	124	“ from St. L. to Liverpool via New Orleans.....	111
Crops 1906	182-187	“ from St. L. to Liverpool via New York.....	111
Crop Wheat, Series of years.....	192	“ to Southern cities by rail	90
Crop Reports for several years....	190	Furniture	58
Crop of the World—Wheat.....	194, 195	Ferries	85
Crops of the World—Corn.....	197	Fruit Crops of Missouri.....	181
Crops of Missouri.....	179	Fruits	285
Crops, Average Condition	193	Furs.....	221
Cotton	118	Glass Ware	87
Committees for 1906.....	4	Groceries	55
Committees for 1907	7	Grain inspection.....	166-167
Cattle.....	209	“ receipts and shipments for a series of years.....	148
Coffee.....	57	“ stocks in store at close of each week.....	168-176
Candles.....	287	“ monthly rec'ts and shipm'ts.	142
Cement.....	287	“ Review	185
Cordage and Rope.....	287	“ receipts by crop, years.....	149
Castor Beans	288	“ exports from U. S.....	149
Climate.....	73	“ daily prices.....	158-164
Candles.....	227	“ visible supply.....	177
Cotton Seed Meal.....	287	“ receipts at various cities....	178
Chemicals.....	85	“ Wheat.....	189, 144
Clothing.....	85	“ Corn.....	140, 145
Cigars	216	“ Oats.....	141, 148
Cars—Railroad and Street.....	86	“ Barley	141, 148
Cotton Ties.....	217	“ Rye.....	141, 147
Crockeryware.....	87	“ stocks in public elevators....	176
Department of Weights.....	12	“ stocks in private elevators..	170
Dried Fruit.....	284	“ stocks in farmers' hands....	196
Drugs.....	85	“ receipts at 7 Atlantic ports..	178
Dry Goods.....	85	“ highest and lowest futures...	165
Dry Plates.....	87		
Elevators, capacity and rates...	125-126		
Eggs	282		
Electric Supplies.....	87		
Exports from U. S. by Classes.....	107		

INDEX.

Grain, earliest crop receipts.....	150	Rec's by each river and railroad....	249
" Missouri Crops.....	179	Rainfall	77
" cash and future prices... 150,	165	Railway Supplies.....	86
" import duties.....	188	Rye Flour.....	151
Hats and Caps.....	86	Real Estate and Personal Property	68
Hides.....	222	Rosin	218
Hominy and Grits.....	151	Railroad Iron.....	237
Hogs.....	210	Rail Transportation	82
Hay.....	224	Rice.....	57
Horses and Mules.....	210	River Statistics.....	91
Hops.....	237	River commerce of St. Louis.....	91
Hardware	85	Accidents on Western Rivers....	100
Harvest time of the world.....	190	Arrivals and departures of	
steamers	98	List of Steamers	100
Implements	52	Shipments by river.....	99
Import Duties on Wheat.....	188	Gauge Readings.....	97
Imports and exports of the United		Depth of channel, southward... 98-94	
States, value.....	80	Harbor and Wharf Commission-	
Internal Revenue, collections	80	er's report.....	105
Iron and Steel.....	87	Closed by ice.....	95
Inspectors, 1906.....	4	Highest and lowest stages.....	96
Inspectors, 1907.....	7	Saddlery and Harness.....	87
Interstate Merchants' Assn.....	62	Shoe Trade.....	49
Lead.....	219	Seeds.....	229
Leather.....	237	Salt.....	228
Lemons....	237	Sheep.....	210
Live Stock.....	209	Shipments, monthly, totals.....	260
Live Stock, weekly prices.....	214	Shipments by each R. R. & River....	267
Lumber.....	59	Shipstuffs.....	152
Manufacturing Industries.....	43	Sugar.....	57
Molasses.....	57	Staves.....	237
Malt	237	Soap	237
Members of the Exchange, 1906.		Shipments of leading articles to	
(Appendix.)		close of each week.....	12
Members of Exchange dec'd 1906... 275		Stock Exchange.....	2
Meteorological tables.....	78	Stock Yards	213
Millstuffs.....	152	State Finances.....	63
Municipal Affairs.....	68	St. Louis in 1905 and 1906..... 32-33	
Mining Industries of Missouri.....	66	St. Louis as a grain market.....	17
Millinery	35	Spelter	219
Nails.....	237	Stoves.....	38
Naval Stores.....	218	Tea	57
New Industries..... 34-35		Transfer Statistics.....	63
Officers of the Exchange since its		Treasurer, report of	21
organization	2	Tobacco.....	215
Officers of the Exchange for 1906.. 3		Tonnage, total by each river and	
Officers of the Exchange for 1907.. 6		road	85
Onions	233	Tar and Pitch.....	218
Oils	237	Turpentine	215
Oranges and Lemons.....	237	Tin	237
Ore, Iron....	237	Transportation—Rail.....	82
Ore, Zinc.....	237	Temperature	78
Oil Cake.....	237	Tallow	237
Oats	147	Tax Levy	68
Paper.....	88	Trust Companies.....	41
Potatoes	233	Traffic Bureau, Report of.....	15
Population of St. Louis.....	68	Trunks	37
Provisions and Packing.....	198	Vehicles	52
Provisions, Exports from U. S.....	207	Wheat Import Duties.....	188
Provisions, Weekly Prices.....	208	Wheat	144
Post-Office Statistics.....	79	Wheat Receipts, July and August.. 150	
Pig Iron.....	237	Wheat Receipts by crop years.....	150
Peltries and Furs.....	223	Wheat, Monthly Prices.....	153
Produce	235	Wines and Liquors.....	237
Review.....	34	Wool.....	221
Receipts from January 1 to close of		White Lead.....	220
each week.....	120	Wheat Crop of the World.....	194
Real Estate	45	Weather.....	73
Rye.....	147	Woodenware	83
Receipts, monthly totals.....	238	Zinc and Spelter.....	219

